

small air forces observer

vol. 21 no. 1 (81)
April 1997

US \$4.00



Philippine Army Air Corps 6th Pursuit Squadron
Early Morane Saulnier/Thulin Warbirds
Small Air Force Islanders/Defenders
Paraguayan Cessna T-41/U-17
Early Mongolian Air Force
Taiwanese Albatrosses

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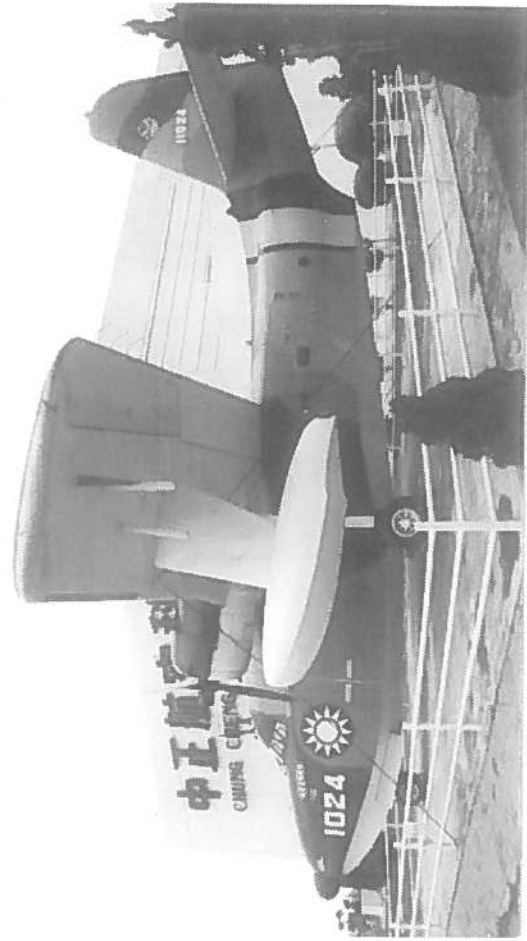
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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is re-

quested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland.

COVER COMMENTS: The Republic of China Air Force used 16 Albatros HU-6A/B for SAR from 1956 to 1988. Serial number 11024 is in the natural-metal color scheme carried during the mid-1960s. An article on these a/c begins on page 7. (Jack M. Friell Collection)

ESTATE SALE: Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). The collection of decals includes many rare and long-unobtainable sheets such as Stoppie and ABT. Send \$1.00 (or two IRC) and a legal-size SASE for list of magazines, books, and decals.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"Perhaps one of our readers can help me obtain the following decals: (1) 1/72 Jordanian roundels for Mirage F1 and F-5E (preferably from the Carpena sheet). (2) Egyptian roundels for the Mirage IIIEE (Carpena is the only source with the correct dimensions). The roundels I have are 'very' out of register. I will trade or purchase."

Gary Loveria (SAFCH #614), Box 1973 Rt. 11 RR#1, Kirkwood, NY 13795-1901, USA.

"As a writer and SAFCH member, I am researching/developing a book featuring photos of pyloned aircraft, hence the working title "Planes on Poles". I would appreciate receiving information (location, a/c type, markings, etc.) about any aircraft (civilian or military) mounted on poles or pylons for display. Photos (35-mm slides preferred but any photos appreciated) desired for consideration for inclusion in book. Author will reimburse contributors for film/prints/postage (either cash, stamps, or trade) and those who's photos are used, will receive photo credit and free copy of the book. Please send photos or information to the address

below."

Thomas Wm. McGarry, (SAFCH #950), 13323 Vermeer Drive, Lake Oswego, Oregon 97035-1301, USA.

"Slide collector wants to exchange Non-US and UK slides. In return, I have slides of many air forces, including Taiwan, Philippines, Uruguay, Argentina, Paraguay, Israel, Jordan, and many West and East European countries.

George G.J. Kamp (SAFCH #138), De Zwaan 3, 7671 WP Vriezenveen, The Netherlands.

"I am trying to get to the bottom of who put out the erroneous military numbers for the FAR MiG-19s. I just returned from Cuba, and these numbers were never in the 700s."

George Farinas (SAFCH #1415), 2316 Emerald Dr., Jonesboro, GA 30236, USA.

"I would like to make a plea for help. The Croatian Air Force is to receive some Bell 206s in a matter of days (10 March 1997). If you would like to see a

"checkerboard" Jet Rangers in SAFO, please send a scale drawings. I am not able to make drawings of the color scheme because - believe it or not - I am not able to get decent scale drawings (and I am not likely to be allowed to measure these helicopters to make my own drawings). The same goes for other aircraft types listed in SAFO #77, p.22 and 26." Boris Greguric (SAFCH #1173), Horvatovac 76b, 10000 Zagreb, Croatia.

"If you have any material from books, magazines, or instructions you would like translated from Russian, Ukrainian, Polish, Czech, into English, I would be glad to help. Price is US \$5.00 for each A4-size page. Send material (or Xerox copies) directly to me at the address below. Send payment Jim Sanders for credit to my SAFCH account. This offer is open to both SAFCH members and non-members."

Igor N. Gordeljanow (SAFCH #1066), ul. Strijskaja 181 kw.18, Lvovskaja obl. g. Drogobych, Ukraine 293720.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 4/96 (36 pages) "RAN Fireflies" 8 pages including 18 side-view drawings. "CAC CA-6 Wackett" 4 pages including 7 photos of cockpit interior and 1/48-scale 5-view drawing. "Horstmann HR1 Bomber" 2-page article on history and scale drawing of a Luftwaffe flying-wing a/c that appeared in the movie "Raiders of the Lost Ark". "Castrated Mossie" 2 pages including side- and top-view drawings of Mosquito modified to carry a "Highball" bomb. "Junkers 88/188/388" 4 pages including 4 side-view drawings. "Double Crossing the Hudson" 2 pages including 3-view drawings of a strangely-marked RAF a/c. "Yanks in the UK: Part 2" 3 pages including 3 side-view drawings (Airacobra, Martlet, & Ventura).

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Felberstrasse 104/7, A-1150 Wien. Write for free sample.) 4/96 (32 pages) "Tiger SAAB 105OE" 6 pages including 6 photos and 2 pages of drawings. "Flugun-fälle der Fliegertruppe 1955-1995" A 2-page listing of AF fatal accidents. "Italienische Jagdfliegerasse 1915-1918: 2 Teil" 2 pages on Silvio Scaroni including a side-view drawing of his Hanriot. "Luftfahrzeugregister" 2-page listing of civil a/c registration 7/94-4/95.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 900 BF. #103 3/1996 (36 pages) "Camouflage Allemand en Losanges" 8 pages including 3 pages of drawings.

AERO PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#43 (76 pages) "Vojenske Letectvo Singapuru" 8 pages including 20 photos and 10 color side-view drawings (Hunter, F-5E, F-16A, C-130, Super Puma, Hawkeye, SF 260, Strikemaster, Skyhawk, & S.211) "Obrana Malajského poloostrova a pad Singapuru" 7 pages including 9 photos and 7 color side-view drawings (Wildebeest, Hudson, Blenheim, Buffalo, Martin 139, & Beaufort) "AMD-BA/Dornier Alpha Jet-A/B/E" (2 cast) 9 pages including 12 photos, 2 pages of 1/72 scale drawings, and 4 color side-view drawings (Portugal, Morocco, Egypt, & Qatar). "Westland Lysander" (2 cast) 8 pages including 17 photos, a page of scale drawings, and 5 color side-view drawings (Free French, Irish, Finnish, Canadian, & Egyptian). "Suchoj Su-27UB Flanker C" 7 pages including 5 photos, 3 pages of scale drawings, and 3 color side-view drawings (Russian & Ukrainian). "Zajímavá letadla a projekty Dornier" 8 pages including 10 photos, a scale drawing of the Do 335, and eight 3-view drawings of projects. "Esa meziválečného období" (1 cast) 6 pages including 9 photos and 8 color side-view drawings (Spanish He 51B, Fiat CR.32, He 112 V-4, Bf 109 V-3, Fiat G.50, & Nieuport Ni.52). "Sedmáctka" (6 cast) 8 pages including 8 photos and 4 pages of 1/72-scale drawings (Shenyang JJ-5 & MiG-17F).

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosen-vægets Alle 6, 2100 København Ø; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary. #73 (40 pages) "F-84 Opfølgnings" 5 pages on camouflage of Danish Thunderjets including table of colors carried by individual a/c. #74 (40 pages) "Fly i Flyvevåbnet gennem Tiderne - S-55C" 8 pages including 9 photos and 3 pages of drawings of Danish S-55. "Curtiss P-40 i Sovjetisk Tjeneste" 3 pages of text.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

6/96 (40 pages) "Junkers Ju 87 Stuka: Part 2" A 7-page look at the kits of the Ju-87B/R including 10 photos. "Jutland Part VI: The Skagerrak" 7 pages on kit-bashing the SMS Konig. "Das Boot" 4 pages including history and detailing the Nichimo Type IXC.

1/97 (40 pages) "Miles Masterpiece: M-20" (part 1) 4 pages including 2 pages of camouflage drawings and a page of drawings of cockpit interior. "Junkers Ju 87 Stuka" 5-page review of kits for the D & G versions including 8 photos of built-up models.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

Vol. 14 No. 1 #48 Winter 1996/97 (48 pages) "MacRobert's Reply" - A Tradition Continues" 3 pages including 6 photos of RAF 15 Squadron Tornado. "Revolutionary Rotodyne" 3 pages including 10 photos on improving the Airfix kit. "Big Bent Wing Bird" preprint of 18-year old article consisting of 9 pages including 27 photos on building the early kits. "The ANT-25" 8 pages including 12 photos, reprint of 1937 article, 5 pages of scale drawings (reprinted from Model Constructor), and kit review. "Scratch Built Albatros Biplane of 1912" 4 pages on a very unusual scratch-building technique including 18 photos and scale drawing. "The F8F-1 Bearcat Converted from Monogram's F8F-2" one page including one photo. "The ESCI Mirage in 1/48 Scale" 2 pages including 13 photos. "Me 209" one-page of 1/72-scale drawings.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.)

#34 December 1996 (36 pages) "Lithuanian Update" 4 pages including 7 photos (Mi-2, L-39, & Yak-52) and 9 drawings of official markings specifications from the Ministry of defense. "Latvian Army Reserve" 2 pages including 5 photos (An-2 & Wilga) and side-view drawing of An-2. "Polish Aircraft Markings 1917-24" 5 pages including 2 photos and 15 side-view drawings (Fokker E.V, Rumpler C.I, Aircro DH9, Fokker D.VII, & Hansa-Brandenburg C.I). "The Lithuanian Campaign" one page including 2 side-view drawings of Breguet 14. "Air Force Insignia No. 8 - Poland 1918-21" 2 pages including a page of drawings of insignia and side-view drawing of Lloyd C.II. "Al-

batros D.III(Oef): Part 4" 4 pages including 16 side-view drawings. "Bulgarian Naval Aviation 1916-19" 2 pages including 5 photos and side-view drawing of Friedrichshafen FF.33L. "Russian Civil War Aircraft 1918-22" 5 pages including list of a/c for 16 small "Air Forces", 4 photos, and 16 side-view drawings (Soviet Sopwith Snipe, SE5a, Spad VII, Fokker D.VII, & Sopwith Strutter; Kolchak Morane-Saulnier L & Sopwith Strutter; White Russian Camel; Georgian Camel; Don Republic Nieuport 17; and Ukrainian Fokker D.VII & Gotha GL.VII). "UN Haitian Helicopters" one page with 3 photos. "Letters" 2 pages including markings for Moldavian Air Force 1995 and unidentified Latvian insignia. The 1/72-scale decals provide the triangular insignia and serials for the Bulgarian FF.33L and Lithuanian National Guard insignia for the An-2 and Yak-52.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £3.00 UK, £5.00 Europe, \$15.00 USA).

#23 February 1997 (23 pages) "HP Hampden in Swedish Use" 2 pages including a page of drawings. "DC-3 TF79 in Swedish Air Force Use" 8 pages including 4 pages of drawings.

FINLAND

Finnish Air Force Special Interest Group, c/o Niles R. Treichel, Ludigstr. 13, 27432 Bremer-voerde, Germany.

No. 8 (10 pages) "No Wooden Wonder" 3 pages on FAF LaGG-3 including kit review, drawings of interior details, and 5 side-view drawings. "A Tale of Two Flies" 4 pages on FAF I-16 including 2 scale 3-views, drawings of interior details, and 5 side-view drawings. "The Finnair Story: Part 2" one page.

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#115 (24 pages) "Pyyremysky osa 2" 8 pages including 16 photos of restored a/c and 4 photos of scratch-built 1/32-scale model. "Arado Ar 196" 2 pages including 2 photos of Luftwaffe Ar 196 in Finland.

#116 6/1996 (28 pages) "Mil Mi-4 helikopteri" 20 pages on the FAF a/c including 10 photos of a/c, 15 detail photos, 3 pages of sketches of interior details, and 4 side-view drawings.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.

4/1996 (24 pages) "Joroinen 25.6.41" 9 pages on the day the Fiat G.50s of LeLv 26 destroyed 13 Soviet SB-2s, including 8 photos and a 1/72-scale 5-view drawing of a G.50. "Finns in Red Naval Aviation, March 1921: Part 2" 4 pages including 7 photos (Fairley III, Camel, M-15, M-9, Short 184, Lebed 12, & Nieuport (DUX) 17). "George Jaderholm" 4 pages including 8 photos (Saaki, Moth, & Waco YKS-7). "Hitler's Close Call at Immola, 4 June 1942" 2 pages including 2 photos of Hitler's FW 200 Condor. "Finlantic" 3 pages including one photo and one side-view drawing (DC-6).

1/1997 (24 pages) "IVL Hansa Brandenburg" 9 pages including 12 photos of Finnish-built IVL

A.22. "Luftwaffe Suomesa" 3 pages including 3 photos and one side-view drawings of Luftwaffe Ar 66 operations in Finland. "Illu" 6 pages on the highest scoring Finnish fighter ace, Eino Ilmari Juutilainen, including 8 photos, table of victories, and 5 side-view drawings (D-21, Buffalo, & Bf-109G).

FRANCE

JETS: Toute l'Aeronautique Moderne ((39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#12 **decembre 1996** (52 pages) "La Mission de Calibration dans l'Armee de l'Air" 5 pages including 12 photos. "Templete 96" 7 pages including 22 photos (Spanish F-18, F-4, F-5, & Mirage F-1). "Exercice 'Passex 96' sur la Baltique" 3 pages including 4 photos (Polish Anaconda). "Northrop F-5 Freedom Fighter" 15 pages including 23 photos (Spain, Portugal, Turkey, Jordan, Morocco, Greece, Netherlands, Canada, Brazil, Venezuela, & Chile). "La Force Aerienne Colombienne" 8 pages including 28 photos (Kfir C-7, Kfir TC-7, OV-10 Bronco, CASA 212, Cessna A-37B, IA.58 Pucara, T-27 Tucano, Mirage 5, Hughes OH-6A, Bell OH-13, Bell 412, Enstrom F.28F, UH-60 Blackhawk, MD.530, IAI Arava, Cessna Citation, Aero Commander 695A, T-34A, Fokker F.28, C-130H, Cessna 310, C-117 Super Dak, Cessna T-37, Bell UH-1B, Aero Commander, Boeing 707, & Stearman PT-17. "Un MiG Killer au Squadron 3 de la SAAF" 4 pages including 2 photos and 2 paintings (Angolan MiG-21 & SAAF Mirage F-1).

#13 **janvier 1997** (52 pages) "Hornet Finlandais" 2 pages including 3 photos. "F/A-18E/F Super Hornet" 4 pages including 7 photos. "L'Escadron de Transport d'Outre-Mer 00/82 'Maine'" 5 pages including 17 photos. "Eurofighter 2000" (1ere partie) 9 pages including 13 photos, a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "Des Viggen sur les Autoroutes Polonaises" 4 pages including 10 photos (Swedish Viggen and Polish Su-22, MiG-23, & MiG-29). "South African Air Force" 10 pages including 27 photos (Cheetah, Mirage F.1, Puma, Alouette III, & MB.326 Impala). "Les Nouveaux Harrier Plus de la Marine Espagnole" 4 pages including 8 photos.

#14 **fevrier 1997** (52 pages) "Superbase Aviano Premiere Ligne de l'OTAN" 10 pages including 26 photos. "Eurofighter 2000" (2eme partie) 6 pages including 5 photos and 2 pages of 1/72-scale drawings. "Le Sea Vixen" (1ere partie) 10 pages including 18 photos, a 2-page cutaway drawing, and 4 color side-view drawings. "Royal New Zealand Air Force" 8 pages including 16 photos (Skyhawk, P-3K, Bell UH-1H, C-130H, Andover, Boeing 727, Bell 47G, Wasp, MB.339, & Airtrainer). "La Force Aerienne Autrichienne" 8 pages including 21 photos (Pilatus PC-7, Saab 35, Skyvan, Bird Dog, AB-204, Bell OH-58, Alouette III, AB-212, Bell H-13, Saab 105, DH-115, Saab 29, Saab 91, & Pilatus PC-6).

#15 **mars 1997** (52 pages) "Salon International de l'Hydraviation" 6 pages including 16 photos of Russian a/c that float, e.g. the mind-blowing A-40 Albatros. "L'Enaer T-35 Pillan" 7 pages including 12 photos (Chile & Spain), a 2-page cutaway drawing, and a 1/72-scale 3-view drawing. "Aero India 96" 12 pages including 30 photos, e.g. Indian Jaguar, Il-76, MiG-27, HPT-32 Deepak, SA-315 Lama, Sea King, Alouette III, Mi-8, Tu-142, Kiran, ALH, HS-748, Mirage 2000, Do 228, and An-32. "Le Sea Vixen: (2eme partie) 11 pages including 18 photos, 2 color side-view drawings, and 3 pages of 1/72-scale 3-view drawings.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#45 **Dec. 96** (52 pages) "Les Heinkel He-111H.16 de Fabrication Espagnole" (4eme partie) 3 pages including 12 color photos. "L'Incident du Nomonhan" (2eme partie) 5 pages including 8 photos, one map, 3 color side-view drawings (Ki-27). "Les As de l'Aviation Militaire Francaise en 1914-1918: Jacques Roques" (2eme partie) 7 pages including 22 photos, color cover painting, and 4 color side-view drawings (Spads). "Les Trimoteurs Marcel Bloch 1930-1943" (2eme partie) 3 pages including 8 photos. "La Fascinante Histoire des Hydroavions de Dimitry Grigorovich" 14 pages including 38 photos, a 2-page cutaway drawings of the M-5, and 2 pages of 1/72-scale drawings of the M-5. "1940-1941: L'Aviation Grecque au Combat" (2eme partie) 5 pages including 14 photos and 3 color side-view drawings (Hs 126 & PZL P-24G). "L'Avia B-534: Bulgares contre B-24 Liberator" (8eme partie) 4 pages including 12 photos and 4 color side-view drawings. "Dornier Do 217 K-2 et M-11: Maquette Thermoformee de Koster au 1/48eme" (1ere partie) 2 pages including 6 color photos of the model.

#46 **Jan. 97** (52 pages) "La 'Drole de Guerre' du GC I/4" (1ere partie) 7 pages including 17 photos, color cover painting, and 2 color side-view drawings (Hawk 75). "Les Me 210Ca Hongrois" (1ere partie) 5 pages including 17 photos. "Le Fokker C-VII W" (1ere partie) 3 pages including 7 photos. "L'Avia B-534 'En Service Restreint' URSS, Grece, Roumanie et Hongrie" (9eme partie) 2 pages including 8 photos. "L'Incident du Nomonhan" (4eme partie) 9 pages including 13 photos, a 2-page cutaway drawing (Ki 27b), and 3 color side-view drawings (BR-20, Ki-30, & Ki-15). "L'Histoire Inconnue des Spad Type A" (1ere partie) 8 pages including 14 photos, color cover painting, and 2 pages of 1/72-scale drawings. "1940-1941: L'Aviation Grecque au Combat" (3eme partie) 6 pages including 21 photos. "Dornier Do 217 K-2 et M-11: Maquette Thermoformee de Koster au 1/48eme" (2eme partie) 2 pages including 4 photos of finished model.

#47 **fev. 97** (52 pages) "La 'Drole de Guerre' du CG I/4" (2eme partie) 7 pages including 20 photos and 5 color side-view drawings (D.501 & H-75). "L'Aviation Navale Portugaise" (1ere partie) 4 pages including 17 photos. "Les Me 210Ca Hongrois" (2eme partie) 5 pages including 8 photos and 2 pages of drawings of color scheme. "Le Letov S-16" (1ere partie) 6 pages including 15 photos (5 of Latvian a/c), a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "L'Histoire Inconnue des Spad Type A" (2eme partie) 7 pages including 18 photos and color cover painting. "Le Fokker C-VII W" (2eme partie) 8 pages including 25 photos and 2 pages of 1/72-scale drawings. "Beaufighter Mk.VI C: Maquette Revell au 1/32eme" 2 pages including 2 color photos of model and sketches of details.

#48 **mars 97** (52 pages) "L'Aviation Navale Portugaise" (2eme partie) 5 pages including 22 photos (FAB, Widgeon, Fairey IIID, Tiger Moth, Martinet, Oxford, Goose, Blenheim IV, Beaufighter, Beach AT-11, Curtiss SB2C, & Super Lynx). "L'Arado 65: Le Premier Chasseur d'Hitler" (1ere partie) 5 pages including 23 photos. "Les Premiers Chasseurs d'Emile Dewoitine" (1ere partie) 6 pages including 14 photos (French, Swiss, Italian, & Japanese). "Les Me 210Ca Hongrois" (3eme partie) 9 pages including 20 photos, a 2-page cutaway drawing, and 2 pages of 1/72-scale 3-view drawings. "Le Letov S-16" (2eme partie) 5 pages including 19 photos (Czechoslovak, Turkish, and

Yugoslav). "L'Histoire Inconnue des Spad Type A" (3eme partie) 8 pages including 24 photos and 3 color side-view drawings. "Northrop N-3PB: Maquette MPM au 1/72eme" 2 pages including 4 photos of model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

5-96 (40 pages) "Major Siegfried Schnell" 3 pages with drawings of his Fw 190 A-4.

6-96 (40 pages) 3-view drawing of Croatian MS.406. Two photos of Romanian He-114.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#1 **Gennajo 1997** (100 pages) Color photos: Czech MiG-21UM & PZL Sokal; Swiss Hornet; Slovak MiG-21MF, Su-24M4, & Su-25K; Taiwan Defender & S-70C; and UN Mi-24P. "Le Tigri di Taiwan" 6 pages including 9 photos. "Le vittorie de Francesco Baracca" 5 pages including 8 photos and list of victories.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

3/96 (44 pages) "SAAB 35 Draken" 9 pages including 11 photos and 9 side-view drawings of variants. "Nederlandse Hurricanes op Java" 5 pages including side- and plan-view drawings of Hurricane 'Z5664' in triangle and flag insignia.

4/96 (36 pages) "Remparchute" 4 pages on modeling a/c "braking" 'chutes in action. "Klu Hercules" 11 pages including 10 photos of a/c, 4 photos of model, 3 pages of scale drawings of Dutch C-130H-30, and a page of sketches of details. "Nederlandse Warhawks op Java" 2 pages including one photos and one side-view drawing of P-40E with Dutch flag insignia.

POLAND

AEROPLAN (Agencja Lotnicza "Altair, ul. Warecka 11/36, 00-034 Warszawa.)

3/96 (44 pages) The entire issue is devoted to a survey of the current PAF with several pages of text and photos (many in color) on each type. Of special interest is a table of individual MiG-21s in Polish service and a color 3-view drawings of a camouflaged PAF MiG-21F-13

SKRZYDLA W MINIATURZE (Avia-Press, ul. Starowa 13A m.6, 80-461, Gdansk, Poland.)

#12 (48 pages) "Curtiss SB2C Helldiver" 44 pages including 41 photos, 13 pages of scale drawings, and 12 color side-view drawings (all USN except for one RAAF and one French). [Editor's note: Too bad they didn't include anything on Italian, Greek, or Thai Helldivers.]

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#155 **Nov 1996** (148 pages) "Curtiss Pusher, Pt Vb" 17 pages including 17 photos. "Walden" 8 pages including 24 photos. "The Gramatisesco Monoplane" 4 pages on Romanian pioneer including 2 photos and drawings. "The Lanzini Variable Incidence Airplanes" 8 pages including 10 photos. "The Greek Astra" 4 pages including 4 photos and scale 3-view drawing. And, the usual sections:

"Aircraft", "Identification X", "Time's Tarmac", "Engines", "Cockpits/Instruments", "Museums/Organizations", "Drawings" (Curtiss F Boat, Farman IV, Dornier D.I, etc.).

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.). #41 Jan. 1997 (84 pages) "Anacostia Flight Tests: Brewster XSBA-1" 22 pages including 25 photos, a 3-view drawing, and 4 side-view drawings. "Sikorsky S-38: The '214' Series" 11 pages including 12 photos. "Racing Notebook" 11 pages covering a/c from the Folkerts SK-2 to the Hall Cicada including

24 photos. "Identification Unknown" 5 pages including 13 photos. "From the Members" 6 pages including scale drawing of the ARUP S-2.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others). #93 (16 pages) "B-24 References: The Best and the Not-So-Good" a 2-page review of two recent books. "Aircraft of the Aces: Witold Urbanowicz's Hurricane Mk.1" 2 pages including side-view drawing of 'RfoJ' with scrape view of 'RfoA'.

Recent East European Publications

A. G. Brathukin, *Morskaya Aviatsiya Rossii* (Russia's Naval Aviation), Mashinostroenie: Moscow 1996. This is a lavish new photo history of Soviet naval aviation, 238 pages mainly in color. Although it does cover the pre-World War II period, the majority of the coverage is post-World War 2. The treatment is thematic, covering flying boats, shore-based naval aviation, carrier-based aircraft, and ekranoplans. The text is entirely in Russian, and is at a moderately technical level, that is not as detailed as enthusiast publications, but more sophisticated than general-audience books. The photo coverage is very good, although there are few surprises for those with an ample Russian aviation library. A couple of highlights include a photograph of the Yak-44 "Hawkeye-ski" AWACS prototype, and excellent photo coverage of the Ekranoplans.

V. S. Savin, *Aviatsiya v Ukraine: Ocherki istorii* (Aviation in Ukraine: Historical Essays), Kharkov: Osnova, 1995. This is a 264 page b&w, large-format, Russian-language book which, as the title implies, is a collection of essays. The focus is heavily slanted to the pre-World War 2 period. The first 100 pages cover the period to the end of 1920, but the section on the Civil War is short, only about 15 pages, and divided between Ukrainian, White, and Red forces. There is some interesting material on very early aircraft concepts, and a fair amount of coverage of designers more often associated with Russia, such as Sikorskiy. The largest section of the book (115 pages) covers the interwar years, and covers Soviet firms located in Ukraine. The final section covers the post-war and post-Soviet period in about 35 pages including treatment of future Antonov projects. This book is probably of more interest to those interested specifically in Ukrainian aviation history, rather than Soviet aviation. It is of very limited use to modelers since photo coverage of the Civil War is very limited. Modelers interested in Ukrainian aviation in the Civil war would be better served obtaining the articles that appear in the magazine *Aerokhobbi/Aviatsiya i Vremya*.

B. Korolkov & V. Kazashvili, *A Guide to the Russian Federation Air Force Museum at Monino*, Schiffer: 1996 (\$39.95). This is an expensively produced book on Russia's premier aviation museum at Monino in the suburbs of Moscow. Having been at the museum several times, I felt obliged to buy it as a record of the collection. However, I found the book to be generally disappointing. It is very expensive, and the given the poor quality of many of the photos, the publisher would have been better off using several pictures of each aircraft rather than a single large photo. The text is barely adequate, and the only interesting points are

the origins of the aircraft preserved at the museum. This book is probably of interest to only those with a serious interest in Soviet post-war military aviation.

R. Michulec, *IL-2 & IL-10*, #22 of AJ Press Monografie Lotnicze series. This is one of the recent monographs in the AJ Press series of soft-cover books. It follows the same magazine-sized format as the rest of the series, and is very well printed on gloss-stock paper with excellent color illustrations. I found the text to be better than the disappointing Squadron-Signal book on the Sturmovik, though this won't be apparent to readers who don't read Polish. One of the best sections is an account of wartime Soviet camouflage practices and official colors. Those not reading Polish need not despair, as the scale plans and color profiles make this book worth the price, especially in view of the forthcoming kits.

Aviatsiya i Kosmonavtika. AiK (Aviation and Space) was formerly the official magazine of the Soviet Air Force. In the early 1990s, it went into a real tail-spin due to the problems in the former USSR. For a few years, it switched over to an enthusiast format, but the focus was mainly on providing Russian readers with coverage of non-Russian subjects already familiar to American or European enthusiasts such as German and Japanese wartime aviation. Indeed, most of the material had a feeling of being Russian translations of common Western enthusiast material. In the past two years, the magazine has undergone a considerable improvement. The editors haven't quite settled down yet, and AiK spawned two other magazines: *Tekhnika i Oruzhie* (on non-aircraft subjects such as tanks, missiles and warships), and *Krylya Dayzhest*, which consists of monographs on individual aircraft. In recent months, AiK and TiO have been published under the same cover, so you get both magazines mixed together. Coverage of Russian and Soviet aviation is very good, with lots of interesting stuff. The last issue I received (#21, 10-1996) had a super piece on the Tu-106 (Super Blinder) project with lots of new goodies and scale plans, an article on Su-25 operations over Afghanistan, and other stuff. The previous issue (9-1996) had a good piece on the R-10 pre-war attack aircraft and an excellent technical piece on the MiG-27. This magazine is becoming a must-have for anyone interested in Soviet military aviation, especially the post-war years. Let's hope it keeps up the quality.

The associated *Krylya Dayzhest* (Wings Digest) is a series of monographs done by the same people as AiK. Apparently, they come as part of the subscription over in Russia. One of the most recent was a superb effort on the B-29/Tu-4. The B-29 stuff will

be of little interest to American readers, but the Tu-4 material is the most detailed account yet of the Soviet B-29 copy, and comes complete with an excellent set of scale plans. Past coverage has been heavily slanted to US aircraft (which were a forbidden topic in the bad old days) including the F-4 Phantom, P-40 and P-63.

Krylya Rodinu. *Krylya Rodinu* (Wings of the Homeland) was the former Soviet DOSAAF magazine in the bad old days, and contained fairly tame stuff. After the USSR imploded, it was taken over by Russian aviation enthusiasts. Unfortunately for Western audiences, the coverage has switched almost entirely to non-Russian subjects. So if you really want articles on the F/A-18, Spitfire, or Bf-109 in Russian, this is the place. However, it's hard to give up on this magazine as they still manage to get one or two Russian articles in every issue. Some of these are gems such as a recent article on the Beriev attempts to build a copy of the Lockheed U-2 based on the shot-down Francis Gary Powers aircraft.

Aviatsiya i Vremya (formerly *Aerokhobbi*). This magazine out of Ukraine remains by far the best journal devoted to Soviet aviation on the market. Each issue usually includes an insert set of superb scale plans. Here's a quick run down of some of the recent issues: 4-1995 Feature piece is the Pe-3 fighter version of the Pe-2 bomber, an article on the unknown Mi-18 variant of the Hip, Hungarian air operations on the Eastern Front March-September 1944, Su-25 operations in Afghanistan including color profiles, the An-14 transport, and development of the Yak-1 fighter. 6-1995 Feature piece on the Yak-38 Forger including pull-out 1/72 scale plans; transport aircraft operations in the Afghan war, the little known An-71 AWACS including excellent scale plans, Hungarian air operations October 1944-May 1945 including a plate of a purported Hungarian jet fighter design. 1-96 Feature piece on the Mi-8 Hip helicopter with scale plans, color plates and coverage of Mi-8 ops in Afghanistan, ANT-9 airliner, An-14 experiments with air bag landing gear; operations of the Pe-8 unit commanded by M.V. Vodopyanov during WW2, trials of the Me-262 by the Soviet air force. 5-96 Feature piece on Tu-95 Bear including scale plans, Mi-24 ops in Afghan war with color plates, the Soviet Fi-156 Storch copy (AIST), early air operations on the Eastern front with color plates of German and Romanian aircraft.

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The Grumman Albatross in Chinese Air Force Service

Jack M. Friell

Between 1956 and 1967, the Republic of China Air Force took delivery of 14 Grumman HU-16A (1) two HU-16B rescue amphibians and, for over three decades, until 1988, the Albatross provided the search and rescue cover for Taiwan and the RoCAF.

The story began in March 1955 with the signing of the Sino-American Defence Pact under which the US became committed to the defence of Nationalist China (Formosa). The Chinese Nationalist Air Force (later RoCAF) had by then already received large quantities of F-86F Sabres and F-84G Thunderjet fighters, and a requirement for amphibious air search and rescue was recognized. Late in 1955, the first batch of 8 early SA-16As (1) were taken from USAF stocks and, after IRAN at Grumman Bethpage, delivered to the CNAF SAR squadron at Chiaya. The aircraft were allocated Chinese serials from 11012 to 11019 (2) and these were presented, first in a two- and later a four- and five-digit format; e.g. 12, 1012, 11012, etc.). Deliveries began in spring 1956, at which time the new aircraft flew in natural metal with "SAR-yellow" floats.

Although all of the aircraft in the initial delivery were about six years old (some having a distinguished Korean war record in combat rescue), they were ideal for short to medium range operations around the Formosan coast. In 1958/59, a ninth SA-16A, 11020, was transferred from the US, and this was followed in 1960 by 11021 (which was to be lost in 1966).

Under the control of the 4th Wing, the rescue squadron at Chiayi was further reinforced in 1961/62 by the final batch of four 'A' models, 11022 to 11025.

The complete tie-up between RoCAF/USAF serials is not known at this time although the accompanying provisional list may be of interest.

c/n	USAF s/n	RoCAF s/n	Delivery Date
1	48-588	11019	Spring 1956
3	48-590	11018	"
4	48-591	11016	"
5	48-592	?	"
6	48-593	?	"
7	48-594	11020	1958/59
8	48-595	11012	Spring 1956
12	48-598	?	"
15	48-600	?	"
21	48-604	11022?	1961
24	48-606	11021?	1960
34	49-76	11023	1961/2
47	49-89	11024	1961/2
59	50-172	11025?	1961/2
253	51-7192	11031 (or 11032)	After 1966
256	51-7199	11032 (or 11031)	After Jan 67

RoCAF serials 11013, 11014, 11015, and 11017 are unidentified. All aircraft are SA/HU-16A except 253 and 256 which are HU-16B. C/n 1 is the prototype SA-16A and the first production Albatross. The two USN XJ2RF-1s (Pelicans 1 and 2) were the real first and second Albatrosses, but were not allocated construction numbers. Thus, there are only 464 c/ns for 466 airframes.

11019 is believed to have been lost in a water forced-landing accident circa 1963. Full details of the notorious loss of 11021 on 9 Jan. '66 are still not clear and two contemporary press reports are quoted here. These, while both coming from

western sources, are not wholly corroborative. Not surprisingly, Peking simply stated that the HU-16 was intercepted by its fighters whilst in the act recovering agents after their spying mission to territory of mainland China. Available evidence indicates that the airframe involved was probably ex USAF 48-606, c/n 24. as this is the most likely tie-up for 11021.

London, January 1966 "Sunday January 9th 1966: Communist Chinese jet fighters, on orders from Peking, today shot down an unarmed HU-16 of the Chinese Nationalist Air Force. Aboard the aircraft were three communist sailors who, only hours earlier, had defected to the Nationalists. The aircraft was taking the sailors from the offshore island of Matsu to the Nationalist headquarters on Formosa. The aircraft was shot down in the straits of Formosa. It was the first time that the Chinese Peoples Armed Forces Air Force had attacked an unarmed aircraft in that area"

Flying Review (UK) May 1966 "A CNAF HU-16 LOST report by an anonymous CNAF correspondent: The Chinese Communist Air Force shot down an unarmed HU-16 rescue aircraft in early January, after it had completed a water landing and take off to effect the rescue the survivors of a communist barge which had foundered in a storm near Matsu"

The first report is now believed to be correct in that the pick up of three defectors was detected by the CPRAF from an uncoded radio message to 11021. This enabled the MiG interception.

The last of the Albatross deliveries came in the form of two upgraded, long-wing, HU-16Bs (11031 and 11032) in mid the 60s, presumably to make good the loss of '19 and '21. By 1982, eight aircraft were still in service, and S-70C Blackhawks replaced the last few Albatrosses in mid 1988. Strangely, 11012, the oldest airframe, survived in service until the end and it is now displayed at RoCAF Chiayi. As c/n 8, USAF 48-595, it is the oldest extant Albatross in the world and served with both the 38th ARS at Misawa and the 2157th ARS at Yongdungpo forward strip in the closing months of the Korean conflict (March-July 1953).

Two other survivors are 11023 at the RoCAF Academy and the much photographed 11024 at the Chung Cheng museum in Taipei.

For modelers, the Chinese HU-16s provide a varied and colorful set of schemes which fall into four periods: After awhile, the plain metal scheme was embellished to more resemble the standard USAF MATS ARS 'yellow band' style. Even later, a dark-blue camouflage scheme was introduced and, by the 80s, a unique three-tone mid blue/dark grey/mid grey contrasting pattern with light grey hull was applied to both RoCAF HU-16s and S-2s. Reports persist of all black Albatrosses, but these are difficult to substantiate. If true, this garb would indicate a clandestine role in addition to mundane SAR duties. However, the very dark blue scheme (with yellow rescue bands) does look black even in color photographs. At least one of the two HU-16B was camouflaged in the South-East-Asia USAF color scheme used by some Albatrosses in the Vietnam conflict.

Footnotes

1. Although delivered as SA-16As all 'A' models became HU-16A in 1962.
2. In RoCAF service, the Albatross serial range is an anomaly. In theory, the full serial range should be (SA-) 16012 to 16025, but, when abbreviated to last four digits (as was common practice), this would have appeared as "6012". A four-digit clash with the large fleet of F-86F Sabres, then in service, would have occurred (e.g F-86012 and SA-16 16012 would both carry "6012" in large format.

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The author would like to express my sincere thanks to Clarence Fu of Taipei (SAFO #884) without whose kind help and enthusiasm my research would still be at first base. If any readers can add data or more serial tie-ups, I would be very

pleased to hear from them as I continue to research all air force Albatross histories, particularly those of small air forces such as Indonesia, Pakistan, Peru, and Portugal.

Photo Captions (photos on page 2, except b which is on page 15)

- a. 11024 and 11025 in a line-up of SA-16As in the earliest scheme with two-digit serial presentation (via C. Fu)
- b. 11020 at rest on water in the very dark blue scheme with rescue bands. The Chiaya rescue squadron insignia on the fin is a light-blue sky and blue sea within a gold circle with a white gull emblem on the sky portion (via C. Fu)
- c. 11012, the oldest Albatross in the world (c/n 8) seen preserved at Chiaya in 1996 in the dark blue scheme. The condition appears immaculate (C. Fu photo)
- d. 11023 at the RoCAF Academy in the four-color and final scheme (C. Fu photo)
- e. 11024 in four-color scheme. (C. Fu photo)

Some Notes on the Origins of Military Aviation in Mongolia.

George Mellinger

[Author's note: This information originally appeared in the February 1984 issue of *Voenno-istoricheskii zhurnal* (Military History Journal), a publication of the Soviet Ministry of Defense. The author is I. Molokov. The following is a summary translation. I have retained the Bolshevik boilerplate to retain the feel of the original.]

In 1921, the young Peoples Army of Mongolia, led by the Mongolian Peoples Party, took up arms against the foreign interventionists, White-guardists, and local nationalist bands, for the liberation of their motherland. The MPA needed weapons, ammunition, and technical assistance.

On 10 April 1921, the provisional peoples government of Mongolia requested military assistance from the Russian government. Affirming their international duty, the young Soviet Republic quickly responded to the request and appropriated 100 million rubles for carrying out the Mongolian operation to destroy the White-guardist forces of General Ungern. At the same time, it approved a significant quantity of weapons, ammunition, field kitchens, and other properties. Finally, in accordance with a decree of the Republic Military Revolutionary Council of 25 May 1921 "To attach an aviation zveno, and pilots for service with the cavalry units of Mongolian People's Army of Sukhe-Bator, and to transfer a suitable radio station, four reconnaissance aircraft were handed over at the beginning of June. With these four aircraft was formed the 29 Avia Otriad, under the command of Fedor Alekseevich Astakhov (later a Marshal of Aviation) the chief of the aviation forces of Siberia.

All four aircraft were of aging types, two Nieuports, a Sopwith, and a Voisin. Spare parts were not provided, and things stood poorly with fuel and rations, and there were no flight suits for the pilots. There was also no aerodrome. The Otriad's difficulties were doubled by the climatic conditions. But, the Soviet airmen manfully overcame all difficulties and deprivations and persistently striving to fulfill their command assignments. Sukhe-Bator continually requested of the Soviet aviators reconnaissance reports about the activities of the enemy. For example, on 8 June 1921, Astakhov, flying the Sop-

with completed a successful recon flight of the route, Maimachen - Valley of the Zheltura River - Selenga. He established the location of the 2nd Cavalry-Asiatic brigade of the enemy, and even the direction of movement of Ungern's own brigade.

Sometimes the aviation Otriad would carry out bombing attacks on concentrations of the Whites. Thus, on 29 June 1921, Astakhov and Orlovskii discovered Ungern's forces fording the Dzhida River. They circled their machine around, and at a low altitude, skimming the ground they threw several 20-pound bombs on the massed cavalry. The crossing was disrupted. The fliers reported their observation to Sukhe-Bator. On 2 July, aviation established the departure of Ungern's units to the west. Using this information, Soviet-Mongol forces accelerated their movement toward the south. On 6 July, Sukhe-Bator's cavalry first approached Ugra, the Mongol capital.

Leaflets dropped from the air had a great effect on the soldiers of the enemy. On 16 August, our pilots dropped leaflets on the camp of the White-guardist forces calling for them to arrest their ringleaders and cross over to the side of the Soviet-Mongol forces. The next day a significant group of White-guardists gave themselves up.

After several days, soldiers of the White-guardist units made an attempt on the life of Baron Ungern. Frightened, the butcher fled to the protection of the Mongol prince Suidungun, but the latter handed him over to the pursuing Red cavalrymen, P. E. Shchetinkin and K. K. Rokossovskii (the famous WWII tank commander). A large number of counter-revolutionary formations were destroyed or captured by the Soviets and Mongols. The remainder were driven from the territory of the Mongol People's Republic by the army of Sukhe-Bator. Thus, our aviators, under the leadership of F. A. Astakhov supported the cavalry of Sukhe-Bator and the Soviet units in the liberation of Mongolia from the White-guardists and local nationalist bands.

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The 6th Pursuit Squadron (PAAC) War Diary

Santiago A. Flores

[Author's note: This article was inspired by Leif Hellstrom article, "Philippine Army Air Corps 1935 to 1942", that appeared in SAFO #80. An excellent article, but it did not provide details of the wartime activities of the 6th Pursuit Squadron of the PAAC.]

Before the War

The 6th Pursuit Squadron was formed in 1941, under the command of then Capt. Jesus A. Villamor (born Nov. 9, 1914 - died October 28, 1971), who wrote about his flying and war-time experiences in his book "They Never Surrendered" which was published in the Philippines after his death. In this book he provides the following information on the formation of the 6th PS:

"In August 1941, the PAAC was inducted into the United States Army Forces Far East (USAFPE). I was promoted to Captain and made commander of the first tactical unit of the PAAC, the Sixth Pursuit Squadron. We were given twenty outdated P-26s (Boeing P-26As) with which to make do until the promised Curtiss P-40 fighters could be supplied to us".

Before the induction of the PAAC a report Headquarters Air Force US Air Force in the Far East, dated 14 August 1941, delineated the aircraft strength in the Philippines Island.

"U. S. Army: B-18 (17), B-10 (14); P-40 (31); P-35 (56); P-26 (12); A-27 (9); O-46 (9); ZO-19E (4); O-49 (3); C-39 (1); C-49 (1). Total 158.

Philippine Army Air Corps: Beechcraft Transport (2); Stinson Transport (2); P-26A (12); P-12 (1); PT Trainers (21); BT1A (24). Total 62."

[Some information on the markings of the PAAC aircraft at the time of the induction is given by a photo montage created to commemorate the induction ceremonies on August 15, 1941, at Zablan field, presided over by General Douglas MacArthur. This photo montage (photo b) shows, on the bottom left-hand corner, a line up of P-26s. It is clearly seen that some of these aircraft had the red centered USAAC star on the wings. In the upper right-hand corner, all the P-26s carry PAAC diamonds on the tail, but the second aircraft from the right carries the USAAC insignia on the wing. This proves that, at this time, some P-26s carried a combination of USAAC and PAAC markings.]

The role of the 6th PS, after the induction and during the period of worsening relations with Japan, was described by Villamor:

"Our Orders from MacArthur himself and relayed to me by the Chief of the Philippine Air Corps, Lt. Col. Charles Backes, called strictly for reconnaissance flights over an area from Manila on south to the northern part of the Visayan Island and from Mindanao to Sorsogon province."

War Breaks Out

On December 8, 1941, after the news of the Pearl Harbor attack, reached the Philippines, the 6th PS P-26s were armed and ready for combat. The unit started to undertake its reconnaissance missions as ordered as show in this after-action report by Capt. Villamor:

"In compliance with radioed instructions received at 0300, December 9, 1941, following is hereby submitted a survey flight conducted over Mindoro from 0615 to 0815, 9 December 41. Number of planes in flight: 4 P-26s. Itinerary Batangas-Del Monte-San Jose-Mangasin-Wasing-Calapan-Batangas. Naval vessels observed: None. Unusual activities noted: None. Weather conditions: Excellent except around Del Monte where it was extremely cloudy."

On December 10, Zablan field was attacked by Mitsubishi A6M Zeros from JNAF, Tainan and 3rd Ku, as described by Villamor:

"The Zeros were still strafing. I saw these strange new fighters come in long, slating dives and swoop down on the parked P-26s; two of my planes exploded before my eyes. The Japs were missing nothing. Out in front of a hangar, an old B-10 (10th Bomb Sqdn), wrecked in a landing accident a month before, was being dive bombed; fresh flames rose from the torn fuselage and licked the long blackened wings."

Villamor managed to take off after being helped by two of his young officers pumping the hand starter of his P-26 No. 303, noting that two more P-26's were destroyed by the strafing Zeros. After gaining height, Villamor engaged an A6M in a dogfight. By using all his pilot skills, he finally got the Zero in his sight:

"Now, involuntary, I squeezed the gun trigger and fired first, I had not the remotest chance of drawing a bead on the Zero, but my bullets hit home. The 30-caliber armor-piercing incendiaries tore into his wings and ignited as soon as they struck. Like tinderblocks, his fuel tanks exploded. The Zero plunged into the hills around Marikina and disappeared in a cloak of flame"

As he was battling with this Zero, other members of the 6th PS rose to engage the raiders. One of them, Lt. Geronimo Aclan, in frustration, almost rammed a Zero, missing a collision by inches.

By December 12, what was left of the 6th PS, was back to its base at Batangas when another attack came. Five of the P-26s, lead by Villamor in No. 303, took off to engage a formation of 27 Mitsubishi G3M Nell bombers of the Takao Kokutai:

"We swooped down against the bombers, head on into the formation and firing short burst from puny 30-caliber guns. To my amazement, smoke spilled of one of the Nells. I could not believe what I saw; as the big plane was spinning out of formation it was breaking apart."

It appears from the records that this bomber forced landed to the east of Clark field and the crew were captured. After making their first pass at the bombers, the Filipinos were engaged by A6M Zeros of the 3rd Ku. In the ensuing battle, the Japanese claimed to have shot-down eight aircraft, but the actual Filipino losses were two P-26s shot-down, one pilot being killed. The pilot killed was Lt. Cesar M. Basa, who had joined the fight after returning from a reconnaissance sortie. He bailed out, but his bullet-riddled body was found later. A second Filipino pilot, Lt. Antonio K. Mondigo, bailed out and Villamor reports:

"Far below me, I saw his parachute snap open; then a Zero

rolled over and raced toward him. Mondigo was dangling helplessly under his Chute. I pulled alongside Julianio and signaled him to fly with me. He waved back and together we rolled over in a sharp fast turn, almost wing to wing, and caught the Zero unaware. But the pilot was a master. As we closed in, he turned into a snap roll and cut away with amazing speed. Mondigo dropped to the ground safely."

However, on landing, the Filipino pilot had to prove he was not a Japanese flier to a group of angry Filipinos who were carrying bolo knives.

Another P-26 was lost on landing, after suffering battle damage by the Zeros. Its pilot, Lt. Manuel Conde, force landed and cleared his aircraft before it burst into flame. During the battle, a number of probables were claimed by the Filipino pilots. (See Appendix 1).

For his actions in these two engagements, Capt. Jesus A. Villamor received the following award:

"Distinguish Service Cross per General Order No. 48. Jesus A. Villamor (O-1568), Captain Air Corps, Philippine Army, for extraordinary heroism in action at Zablan field, Quezon City, Philippine Islands, December 10, 1941. In the face of heavy enemy fire from strong enemy air forces, Capt. Villamor led his flight of three pursuit planes into action against attacking Japanese planes. By his conspicuous example of courage and leadership, and at great personal hazard beyond the call of duty, his flight was enabled to rout the attacking planes, thereby preventing appreciable damage to material at this station. Captain Villamor is also awarded an Oak Leaf Cluster, to be worn with his Distinguish Service Cross for the following act of extraordinary heroism in action near Batangas, Philippine Islands, December 12, 1941: During an attack on the airdrome at Batangas by approximately fifty-four Japanese bombers, Captain Villamor took off from that field leading six pursuit planes and engaged the enemy. By his heroic action against enormous odds, part of the attacking planes were driven off, one of the enemy planes being destroyed by fire from Captain Villamor's plane."

A DSC was awarded to another of the Filipino pilots:

"Jose P. Gozar (serial number unknown), Third Lieutenant, Air Corps, Philippine Army, for extraordinary heroism in action at Zablan Field, Quezon City, Philippine Islands, December 10, 1941. Under attack by a greatly superior force of attacking Japanese planes, Lt. Gozar engaged one of the enemy planes and when his guns jammed, continued the attack by attempting to ram his opponent. By his display of courage and leadership, and after a series of such maneuvers, he forced the Japanese plane to flee without further attacks against the airdrome."

The other participating pilots received Silver Stars for their actions in these two air battles (Lts. G. Julianio, G. Aclan, and A. Mondigo; and, posthumously, Lt. Cesar Basa). General MacArthur official communique announced the following:

"In Batangas, six Filipino pilots, undaunted by the tremendous odds against them, attacked two enemy formations of 27 planes each as they roared over the airfields of Batangas. Before the enemy broke formation and disappeared in the clouds, the Filipino pilots accounted for two planes. The six Filipino pilots who took part in the operations at Batangas include Capt. Jesus Villamor and Lieutenants Antonio Mondigo, Godofredo Julianio, Geronimo Aclan, Manuel

Conde and Cesar Basa."

The Struggle

After these air battles, to conserve what was left of American air power in the Philippine Islands, the American fighter force and the 6th PS were ordered not to engage in aerial combat with the Japanese and concentrate their efforts on reconnaissance missions. During these missions, a number of strafing attacks were carried out by the pilots. For example, Lt. Aclan strafed Japanese troops pushing trolleys along a railroad track between Naga and Legaspi. It is reported that three P-26s flew reconnaissance missions under the supervision of Major General Jones, then Brigadier General, in southern Luzon. Two more kills were claimed by the 6th PS. On December 14, Lt. Gozar encountered three Zeros and claimed one shot-down. On the 23rd, Lt. Jose Kare was wounded in an encounter with two A6M Zeros while patrolling over Ragay Bay. He claimed one of the Zeros shot-down, which was confirmed by ground troops.

On the 21st, the A6Ms of the Tainan Ku strafed Batangas field. NAP 1/c. Y. Saeki and NAP 2/c. H. Izumu, claimed five fighters destroyed on the ground (possibly the wrecked and unserviceable P-26s of the 6th PS).

On December 24, 1941, the PAAC was ordered to destroy its last aircraft including those of the 6th PS. Capt. Villamor describes his feelings:

"Destroy our planes, reduce to ruins my number 303? I was speechless. It was like being told to burn my home, to kill my best friend. But there I was, a few days later, watching the planes being lined up on the runway at our temporary base in Kamuning. From an original group of sixteen, we had only six left and most of these were so badly chewed up to be unflyable. Still, it pained me to have to destroy them and I walked to my number 303 for a last farewell. Slowly I moved around the once proud fighter to whose fibre my body and my mind had once been welded. Her stubby body was now scarred and pitted. The wire-braced wings were no longer smooth. The streamlined fairings which housed the wheels were torn. All over her olive drab there were bare patches of aluminum. Still she could fly. Still she could lift me from the ground. I ran my fingers over the USAAC roundel with its white star and red center painted on the wing. In a instant, my mind rejected the gesture. This is not the time to be getting sentimental Villamor. The Japs have landed on Luzon. We have been ordered to retreat to Bataan. Our aerial combat days are over. But, there I was, fondling this inert metal. I could not stop myself and suddenly I was stripping one of the wire braces from her, a brace I had heard sing and change pitch so many times. Quickly I stuffed in into my pocket and walked away. I could not destroy the plane myself. I told a sergeant to do the job, to attach dynamite to her and blow her up. As all the planes burned, as they crackled with angry flames, I turned my back and shut my eyes tight."

Capt. Villamor flying days were not over. On February 9, 1942, he flew a photo-reconn mission with Sgt. Juan Abanes in a Stearman 76D3. The escorting USAAC P-40s defended the trainer from the six Ki-27s of the 50th Sentai. During the fight, one of the P-40s was lost with its pilot, 2nd Lt. Earl Stone (who had claimed 3 victories), while another, flown by Lt. John H. Posten, was damaged. MacArthur's H.Q. gave the

American pilots credit for destroying the six Ki27s (almost no claims were submitted by the pilots!). One of the Japanese pilot was Cpl. Satosh Anabuki, who would finish the war with 51 victories.

Markings of the PAAC P-26s

From the descriptions in Capt. Villamor's book, his Boeing P-26A No. 303 was painted in olive drab with the USAAC star with the red dot in the center. This is almost the same scheme illustrated in the painting "Battle over Batangas" by Cy Peabody, which shows P-26A No. 306, flown by Lt. Godofredo Juliano, engaging two A6M Zeros. However, this painting shows the white American star (with no red dot) on the fuselage and wing. The number '306' is in white under the cockpit (see the illustration accompanying this article). The Hobbycraft Philippines 1/48-scale P-26C shows the same aircraft '306', but with a camouflage pattern of neutral grey/light blue, olive drab/midstone and green/dark earth, and the PAAC diamond insignia. Other camouflage scheme are shown for PAAC P-26s, but with the numbers '5' and '2' painted on the cowl and the tail.

All this poses the question, which scheme was really used by the PAAC fighters. It is the author's personal opinion that the PAAC P-26s at the induction ceremony were in PAAC markings, except for some which were in the process of being repainted; for example, the P-26 with the PAAC diamond on the rudder and USAAC markings on the wings. Probably after the induction into the U.S. Armed Forces, the markings of these P-26s were changed to match that of the USAAC P-40s and Seversky P-35s. More information and photos are needed to help clarify this situation before we have a final say on the subject.

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Acknowledgements

The author would like to thank Dan Hagedorn of the NASM, Albert Anido, the MacArthur Memorial Foundation, the San Diego Aerospace Museum, and the Philippine Air Force Historical Activities for help in preparing this article.

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13. Guardians of the Philippine Skies, PAF Historical Office.

14. Doomed from the Start, American Pursuit Pilots in the P.I., 1941-1942, by William Bartsch.

Appendix 1

Claims For Japanese Aircraft Credited To The 6th Pursuit Squadron Philippine Army Air Corps, December 7 to 24, 1941.

1. Capt. Jesus A. Villamor, 10 Dec. 41, A6M Zero fighter over Antipolo (1)(9)*(12)
2. Capt. Jesus A. Villamor, 12 Dec. 41, G3M Nell Bomber (1)(7)
3. Lt. Geronimo Aclan, 12 Dec. 41, A6M Zero Probably deamaged (9)(12)
4. Lt. Godofredo Juliano, 12 Dec. 41, A6M Zero Probable/Damaged (9)(12)
5. Capt. Jesus A. Villamor, 12 Dec. 41, A6M Zero Probable/Damaged (9)(12)
6. Lt. Jose Gozar, 14 Dec. 41, A6M Zero over Batangas (9)(8)(12)
7. Lt. Jose Kare, 23 Dec. 41, A6M Zero over Ragay Bay, SW Luzon; pilot wounded (1)(7)(9)(8)(12)

* This Zero is listed as unconfirmed in this reference.

Appendix 2

6th Pursuit Squadron Philippine Army Air Corps: Known Pilots

Capt. Jesus A. Villamor (Commanding Officer); Tte. Godofredo M. Juliano (Executive Officers); Tte. Jose Gozar; Tte. Geronimo Aclan; Tte. Alberto Aranzaso; Tte. Manuel G. Conde; Tte. Cesar Basa (KIA 12-12-41); Tte. Salvador Manlunas (KIA 12-12-41 on the ground); Tte. Jose Kare; Tte. Toefilo Bito; Lt. Rene Barreto; Lt. Jose Flores; Lt. Antonio K. Mandigo

Appendix 3

Personnel of 6th PS who Engaged Japanese Air Raids.

December 10, 1941

Capt. Jesus A. Villamor; Lt. Jose Gozar; Lt. Geronimo Aclan; Lt. Alberto Aranzaso; Lt. Godofredo M. Juliano; Lt. Cesar Basa

[Philippine sources cite that 6 Boeing P-26A took off, while American and British sources say only 4 took-off.]

December 12, 1941

Capt. Jesus A. Villamor; Lt. Godofredo M. Juliano; Lt. Geronimo Aclan; Lt. Antonio K. Mendigo (shot-down, bailed out safely); Lt. Cesar Basa (shot-down, killed in chute); Lt. Manuel Conde

[All sources agree that six P-26A took off to engage the enemy, but British sources claim a seven P-26A, flown by Lt. Jose Gozar, claimed a A6M fighter, but it could have the date wrong, since Lt. Gozar claimed his A6M Zero over Batangas on December 14, 1941.]

Sources: (1)(7)(8)(9)(13)

Appendix 4

Claims For Japanese Aircraft for December 10, 1941. Luzon
USAAC

Lt. William A. Sheppard	17th PS	2 Ki-48 light bomber
2/Lt. Carl Gies	20th PS	2 A6M Zero fighter
2/Lt. Edwin Gilmore	20th PS	1 A6M Zero fighter
Lt. George E. Kizer	17th PS	2 A6M Zero fighter
Lt. Allison W. Strauss	17th PS	1 A6M Zero fighter
Lt. Donald D. Steele	3rd PS	1 A6M Zero fighter
2/Lt. Andrew E. Krieger	3rd PS	1 A6M (probable).

PAAC

Capt. Jesus A. Villamor 6th PS 1 A6M fighter

Total: 9 A6M fighters and 2 Ki-48 light bombers.

Known Japanese Aircraft Losses, December 10, 1941:

3rd Chutai, 8th Sentai:	1 Ki-48 shot-down 6 Ki-48 damaged by enemy fighters
3rd Air Group:	2 A6M shot-down pilots killed. 16 A6M damaged (4 force landings; two at sea, all pilots rescued).
Tainan Air Group	1 A6M shot-down, pilot killed. 3 A6M damaged.

Known Japanese Pilot Losses, Dec.10, 1941:

1. Masaharu, Higa; Sea 1c, Tainan Air Group, Luzon
2. Tanotsu, Kojima; PO2c, 3rd Air Group, Luzon
3. Kiyoharu, Tezuka; PO1c, 3rd Air Group, Luzon

Sources: (1)(7)(10)(14)

Appendix 5

Claims For Japanese Aircraft, December 12, 1941. Luzon
PAAC

1. Capt. Jesus A. Villamor (G3M Nell bomber)
2. Lt. Jose Gozar (A6M Zero fighter) his could this be in error since Lt. Gozar did not fly that day, he claimed his Zero on December 14, 1941 over Batangas.
3. Lt. Geronimo M. Aclan, Lt. Alberto S. Aranzaso, Lt. Manuel Conde, Lt. Godofredo M. Juliano, Lt. Antonio K. Mondigo (A6M Zero fighter) The USAAF Credit for the Destruction of Enemy Aircraft in Air Combat WWII Victory List No. 3 gives credit for this Zero to Frank J. Olynk.

USAAC

- | | | |
|-------------------------|---------|---------------------------------|
| 1. Lt. Robert T. Hanson | 3rd PS | 1 Japanese 4-engine flyingboat. |
| 2. Lt. Boyd B. Wagner | 17th PS | 4 Ki-27 fighters. |

Actual Japanese Aircraft Losses, December 12, 1941

1. G3M Nell bomber of the 1st KU JNAF, Formosa, down east of Clark Field, crew captured.
2. Ki-27 fighter of the 50th Sentai, loss on the ground at Aparri due to P-40 strafing attack.

Sources (1)(7)(8)(9)(12)(13)

Appendix 6

Japanese Naval Pilots 3rd Ku (3rd Air Group) Who Fought Against the 6th PS on December 12, 1941.

1st Shotai (2 P-26As): Lt. Jg. Takachi Hasuo (KIA 6 Feb. 43);

NAP2/c. Bunkichi Nakajima: 16 victories (KIA 6 Oct. 43);

NAP3/c. Shoichi Shoji (KIA 3 Feb. 42)

2nd Shotai (2 P-26As): W/O. Kazuo Kubo; NAP2/c. Fumio Ohsumi (WIA 13 Dec. 41); NA1/c. Seiji Tojiri (KIA 15 Mar. 43?)

3rd Shotai (P-26As): NAP1/c. Shigeo Sugio: 20 + victories; NAP2/c. Katsujiro Nakano (KIA Class 37); NA1/c. Masao Masuyama: 17 victories

Total Claims 8 P-26As.

Source: (7)

Actual 6th PS Losses

1. Lt. Cesar Basa (shot-down, killed in action)
2. Lt. Antonio K. Mondigo (shot-down, baled out)
3. Lt. Manuel Conde (aircraft damaged, burst into flames after landing, pilot got out safely)

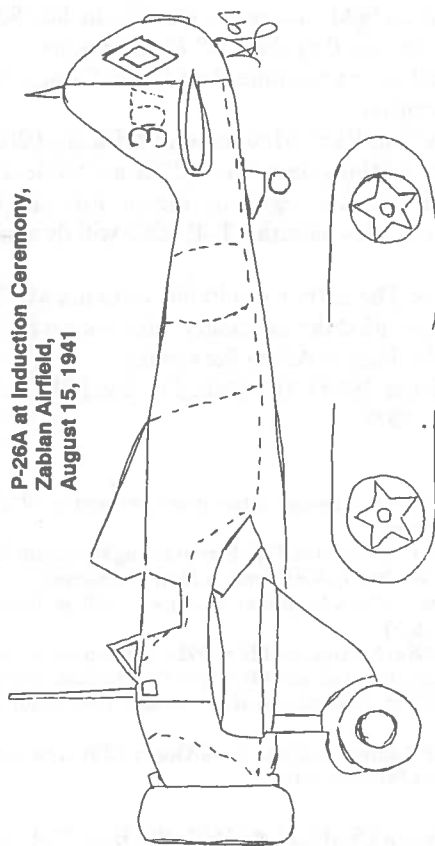
Sources: (1)(9)

Photo Captions (photos on pages 35 and 36: all photos via author)

Captions in quotes are original wartime captions.

- a. "Philippine Fliers gave Japs some of their own Medicine. Manila P.I. Tough fliers to handle in any league, these are some of the Filipino pilots who raised havoc in the ranks of the enemy when the Japanese moved on the Philippine Islands. Second from the right is Capt. Jesus A. Villamor, first Filipino to receive the Distinguished Service Cross for heroism. (MacArthur Memorial Library)
- b. The complete photo montage of the Induction Ceremonies of the PAAC into the USAFFE, August 15, 1941, at Zablan Field, presided by General Douglas MacArthur. In the upper right-hand corner is a line up of six Boeing P-26As of the PAAC 6th PS, showing the PAAC insignia painted on the rudder, but the third machine from the right still has the USAAC wing insignia. This is also noted in the photo on the bottom left-hand corner where the third P-26 carries USAAC insignia on the wing. (MacArthur Memorial Library)
- c. "In one of the last pictures to leave the Philippines before Manila fell to the Japs, Gen. Douglas MacArthur (left) is shown pinning a Distinguished Service Cross on Capt. Jesus A. Villamor of the Philippine Air force, for heroism in the air. In the center background is Lt. Jack Dale of the U.S. Army Air Corps, who also received a D.S.C. At the same time, a posthumous award of the same medal went to Capt. Colin P. Kelly Jr., who bombed and sank a Jap battleship near Luzon (Mar. 1942)." Note: Lt. Dale, of the 17th PS, shot down 2 Japanese aircraft during the invasion of the P. I. (MacArthur Memorial Library). [Editor's note: According to Shores, Cull, and Izawa, in their book "Bloody Shambles, Vol. I, page 182: "One B-17C flown by Lt Colin Kelly Jr bombed a ship of Aparri, probably the minesweeper W-19 which was hit and subsequently beached by its crew; however, Kelly's crew were later to be credited with sinking the battleship Haruna during this attack!"]
- d. A Filipino Pilot about to climb aboard a Boeing P-26A that has been possibly transferred over to the PAAC. The aircraft still carried its USAAC markings, in particular the rudder stripes. (San Diego Aerospace Museum).

P-26A at Induction Ceremony,
Zabian Airfield,
August 15, 1941



Where was the '303' placed?



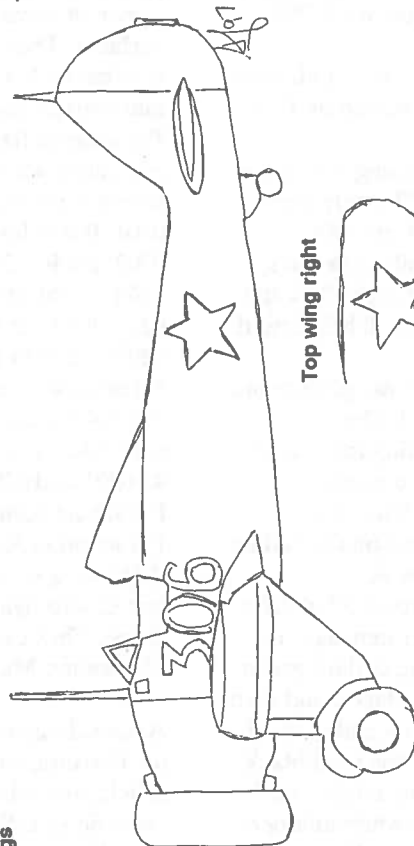
top wings

Color scheme not known
Source: Photo MacArthur
Memorial

top left wing

bottom right wing

P-26A Capt. Jesus A. Villamor
Olive Drab overall (?)
USAAF star
Ref. "They Never Surrender"



Top wing right

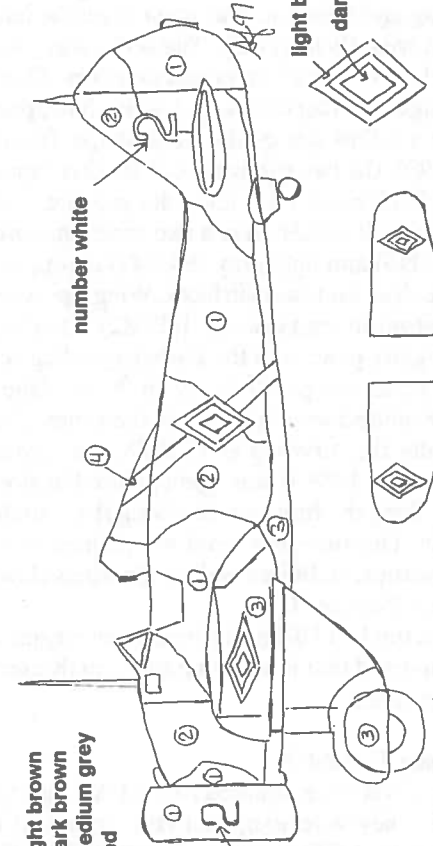
P-26A Lt. Godofredo Juliano
Olive Drab Overall (?)
Numbers and star: white
Ref. Airpower, Jan. 1991.



'306' in black

- 1 - light brown
- 2 - dark brown
- 3 - medium grey
- 4 - red

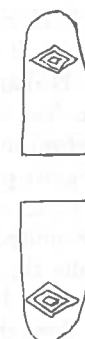
Source: Hobbycraft
1/48-scale kit



number white

number black

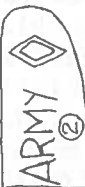
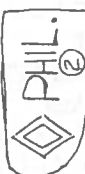
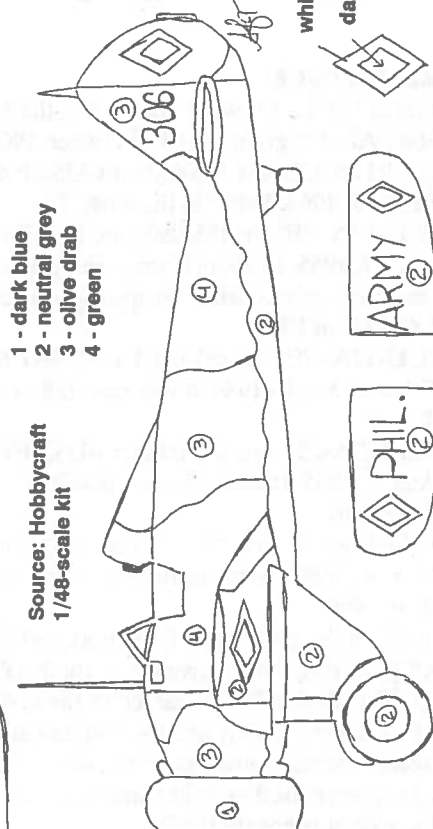
light blue
dark blue



top & bottom wings

Source: Scale Modeler,
Sept. 1994.

- 1 - dark blue
- 2 - neutral grey
- 3 - olive drab
- 4 - green



bottom wings

white
dark blue

Paraguayan Air Force Cessna U-17 and T-41 Fleet

Antonio Luis Sapienza

Cessna U-17A-CE

A total of five U-17s were donated to the FAP through the Military Aid Program (MAP) between 1963 and 1967.

T-01: U-17A-CE, c/n 185-0635, ex-USAF 63-13137, delivered on Sept. 13, 1963. WFU in the early 70's.

T-03: U-17A-CE, c/n 185-0801, ex-USAF 64-17946, delivered on Jan. 29, 1965. In 1980, it was reserialled as 0208 and it is still in active service with "Grupo Aereo de Transporte Especial" GATE in 1996.

T-05: U-17A-CE, c/n 185-0804, ex-USAF 64-17947, delivered on Feb. 8, 1965. In 1980, it was reserialled as 0213. WFU in 1961.

T-07: U-17A-CE, c/n 185-0935, ex-USAF 65-12678, delivered on Aug. 1, 1965. It was reserialled as T-17 in the early 70's. WFU in 1978.

T-09: U-17A-CE, c/n 185-1225, ex-USAF 66-14427, delivered on Mar. 31, 1967. In the early 70's, it was reserialled as T-19. WFU in 1980.

All U-17s belonged to the Transport and Training Air Group (GAET) during their active life in the FAP. The only surviving U-17, 0208 (ex T-03), passed to the GATE in 1988.

The U-17s were mainly used as training aircraft in the 60's, but some were also used as ambulances. During the 70's and 80's, they were used as light transport. 0208 is still being used in that role at present (1996).

During the 60's and 70's, all U-17s used an overall gloss white color scheme, with matt black anti-glare panel. The Paraguayan roundel was painted on the left wing (above) and right wing (below) only. The serial was painted on the fuselage in black letters and numbers. They all had the Paraguayan flag colors, red-white-blue, painted on the rudder with a yellow star on the white stripe. (Scheme A)

In 1980, the two surviving U-17s, after being reserialled 0208 and 0213, received a new color scheme, rather unusual for Cessnas. It consisted in a two-tone camouflage in dark green (HU116) and light gray (HU147) on upper surfaces, and matt olive drab on lower surfaces. Wing tips, cowling and vertical stabilizer in matt orange (HU082). They kept the matt black anti-glare panel and the Paraguayan flag colors on the rudder. The serial was painted only on the fuselage in white numbers. No roundels were painted on the wings. (Scheme B)

Finally, the surviving U-17, 0208, received another color scheme in 1988. It was again painted in gloss white with a red line along the fuselage, receiving the roundels on the wings again. This time, the serial was painted in black numbers on the vertical stabilizer and on the wings (lower left and upper right). (Scheme C)

Since the U-17 0208 received a new engine a few years ago, it is expected that it will continue in active service for many more years.

Cessna T-41B-CE

Five T-41s were donated to the FAP through the MAP in 1973. They were assigned to the Transport and Training Air Group (GAET) and were serialled E-01, E-03, E-05, E-07 and E-09. Their early color scheme was natural metal with

orange wing tips. The Paraguayan roundel was painted in two positions on the wings (upper right and bottom left) and the serials in the opposite positions and on the fuselage, using black letters and numbers. The Paraguayan flag colors, red-white-blue, were painted in the rudder, with a yellow star on the white stripe. (Scheme D)

In 1975, the T-41 fleet received new serials: 0201 (ex E-01), 0203 (ex E-03), 0205 (ex E-05), 0207 (ex E-07) and 0209 (ex E-04). Once again, in 1978, due to a reorganization of all aircraft serials, the T-41s received new serials: 0201, 0202 (ex-0203), 0203 (ex-0205), 0204 (ex-0207) and 0207 (ex-0209).

In 1980, they all received a new color scheme. They were painted in dark green (HU116) and light gray (HU147) in an upper surfaces camouflage, and matt olive drab on the lower surfaces. They used a black anti-glare panel on the upper cowling and matt orange (HU082) on the cowling, wingtips and vertical stabilizer and rear fuselage. They kept the Paraguayan flag colors on the rudder and the serial was painted in white numbers on the fuselage only. No roundels or serials were carried on the wings. (Scheme E)

0201: It was lost in an accident in 1987.

0202: c/n R172-0115. It was WFU in 1989.

0203: It was lost in an accident in 1979.

0204: WFU in 1981. 0207 WFU in 1981.*

0207: WFU in 1981.*

* These two were cannibalized to keep 0201 and 0202 flying. The T41s were used mainly as trainers during their first years with FAP, and later as light transports. During the late 80's, T-41 0201 and 0202 were used by the FAP Free Jumping Parachute team and were sometimes lent to the Paraguayan Parachuting Association.

According to some Top Rank Maintenance Officers, 0202 can be put into flying conditions since the "cell" is in excellent shape. They even have a new engine for the aircraft and plenty of avionics. Maybe in a few months, T-41 0202 will fly again.

Acknowledgements: The author would like to thank Mr. Victor Ferreira, who provided the necessary information for this article, as well as the Fuerza Aerea Paraguaya.

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Photos: (on page)

a. Cessna U-17A-CE, T-03 at Asuncion International Airport in 1970. Color scheme A. (FAP via author)

b. Cessna U-17A-CE 0213 used by the FAP Free Jumping Parachute Team at San Bernardino in the late 70's. Color scheme A. (FAP via author)

c. Camouflaged Cessna U-17A-CE 0208 at Nu-Guazu AFB in 1983. Color scheme B. (FAP via author)

d. Cessna U-17A-CE 0208 at Nu-Guazu AFB in 1992. Color scheme C. (Author)

e. Cessna U-17A-CE 0208 at Nu-Guazu AFB in 1993. Color scheme C. (Author)

f. Cessna T-41B-CE 0201 at Nu-Guazu AFB in February 1987. Color scheme E. (Author)

g. Cessna T-41B-CE 0202 during overhaul at Nu-Guazu AFB in the mid-80's. Color scheme E. (Daniel Ferro via author)

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asuncion, Paraguay, CP 1209.



a



b



c



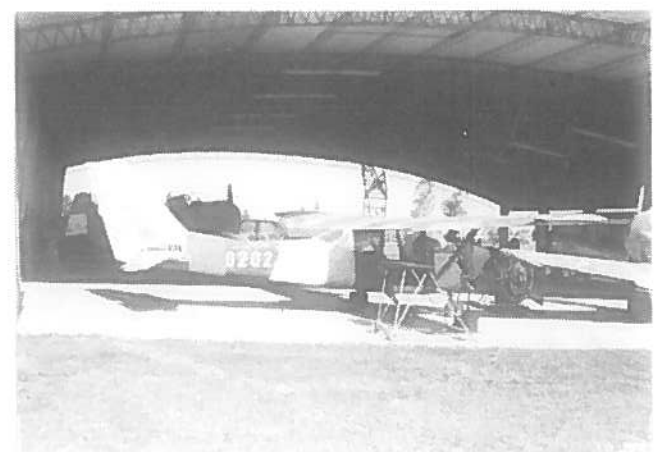
d



e



f

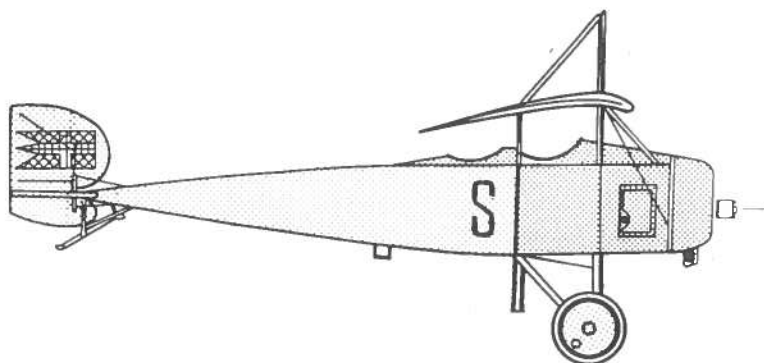


g

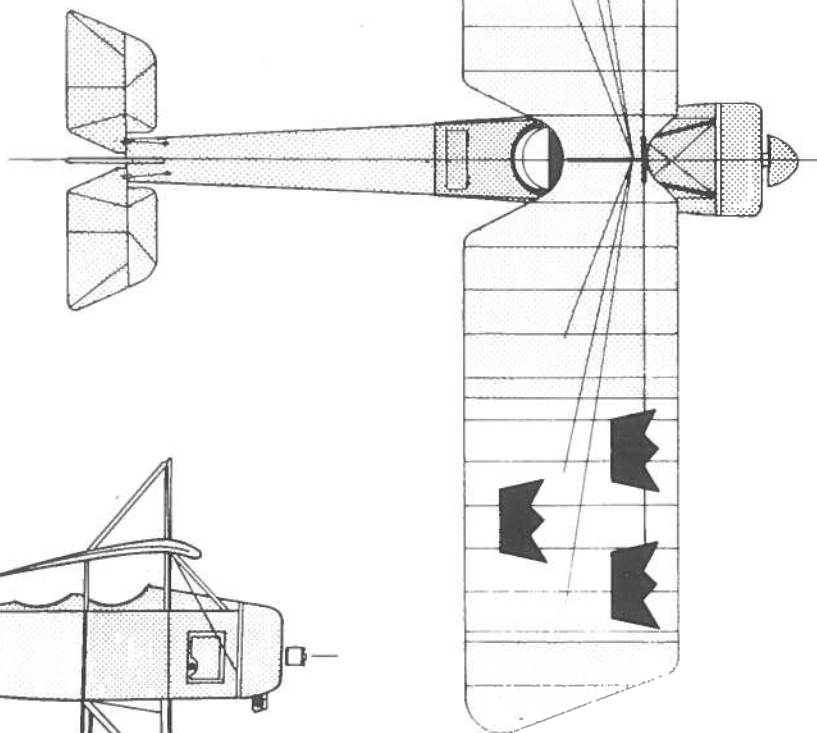
Republic of China Air Force Grumman HU-16A Albatross
See page 8 for captions.



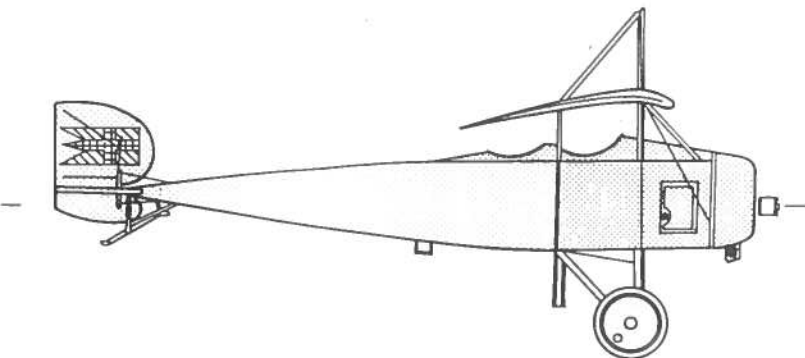
WARBIRDS by OWERS



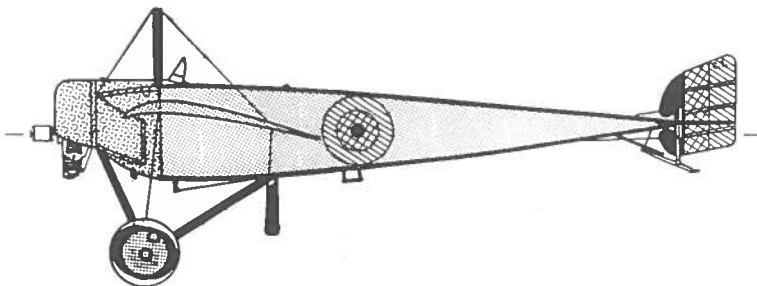
Civil Thulin D. Grey blue-black engine cowl and ply fuselage panels. Rest of airframe clear doped. Swedish flag to rudder. Black "S" to fuselage and wings.

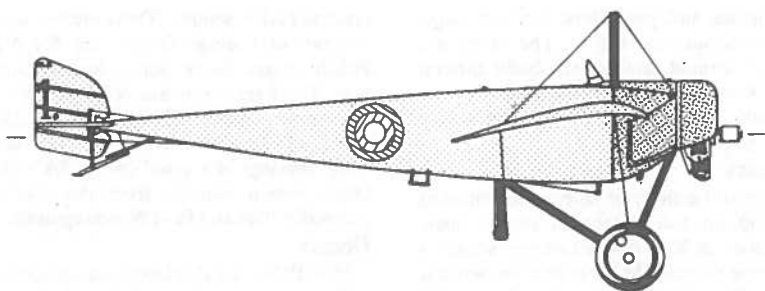


Swedish Thulin D of Army Air Service. Grey blue-black cowl and ply panels. Rest of airframe clear doped. Swedish flag to rudder. Black crowns on white field insignia to wings only.

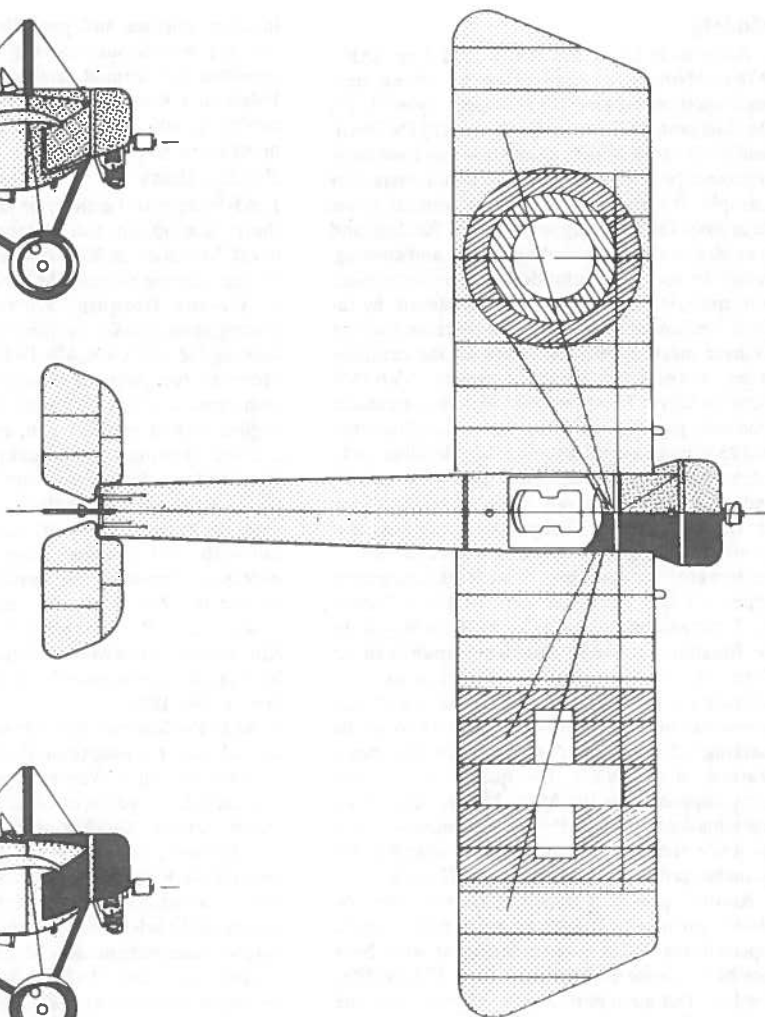


Romanian Morane Saulnier Type F. Clear doped overall with natural metal panels and cowl. Romanian cockades in usual positions. Note black outline to fuselage longerons.

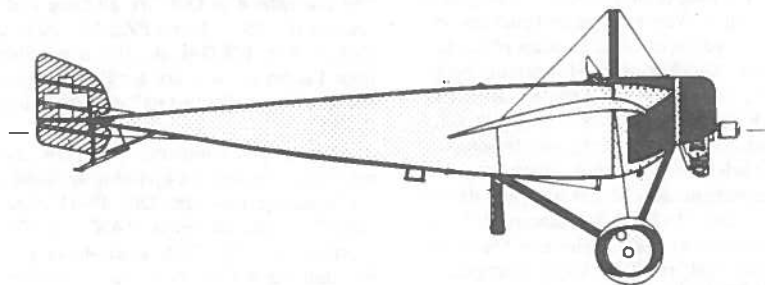




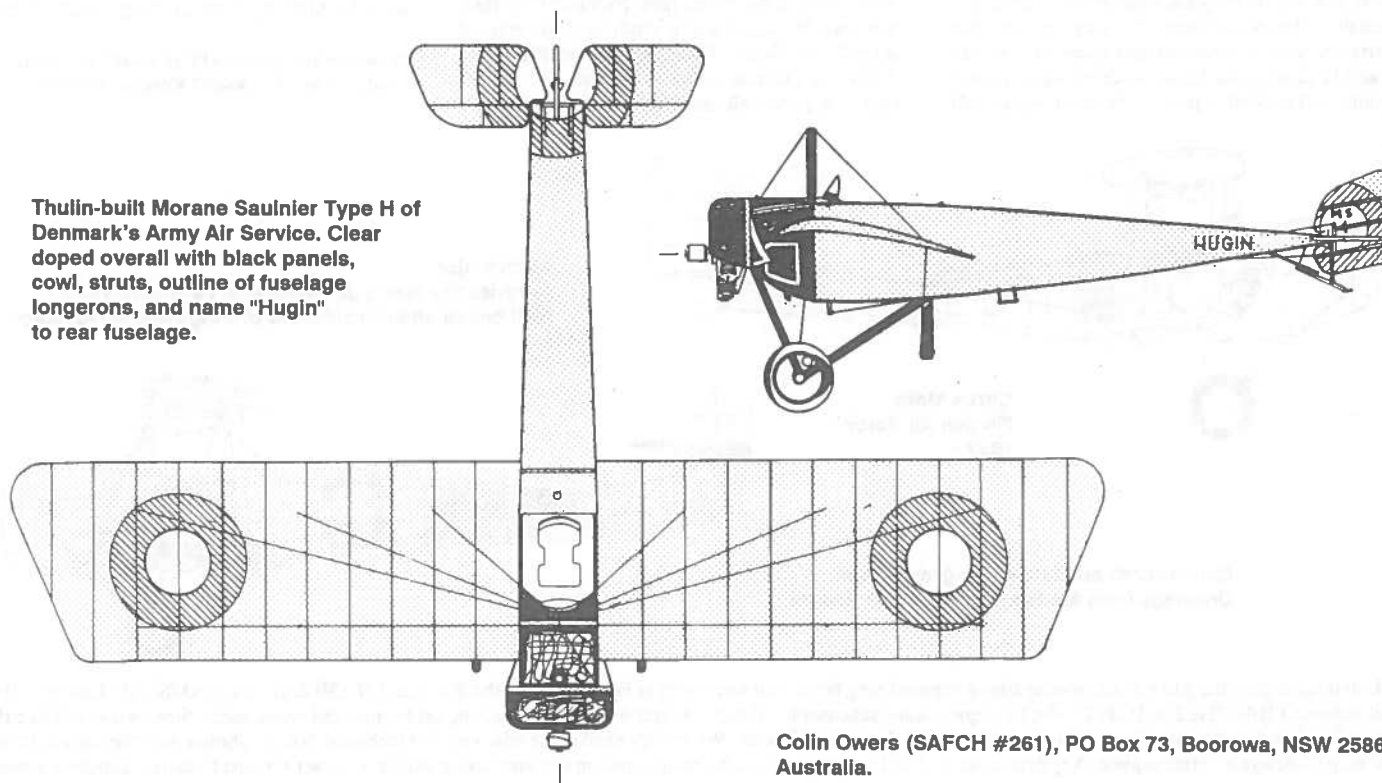
Morane Saulnier Type G of Imperial Russian Air Service. Clear doped fabric with natural metal panels and cowl. Roundels to wing and fuselage. Black individual numeral "1" to rudder.



Morane Saulnier Type F of Swiss Air Arm circa 1918. Clear doped fabric overall with black cowl and struts. Red and white Swiss insignia to rudder and wings.



Thulin-built Morane Saulnier Type H of Denmark's Army Air Service. Clear doped overall with black panels, cowl, struts, outline of fuselage longerons, and name "Hugin" to rear fuselage.



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News from Poland

Models

1. After their kit of the Breda 27M (see SAFO #78), Modelkrak has released three new resin/white metal kits: (1) Nakajima Type 91, (2) De Havilland 60 X Cirrus Moth, and (3) De Havilland 60 G Moth Major. These new kits have been improved by adding more white metal parts. For example: the kit of the Nakajima consists of six resin parts for the flying surfaces and fuselage and over 30 metal parts including engine and cowling, propeller, cockpit interior detailing, undercarriage with spats, struts, tail skid, etc. The decals, by In-Tech, are for one Japanese Army machine and one Chinese machine and are based on the excellent series of articles in French magazine AVIONS. Both the Cirrus Moth and the Moth Major contain nine resin parts for the flying surfaces and fuselage and 25+ metal parts including fully-detailed cockpit interiors for both instructor and pupil, all struts, undercarriage and tail skid, detailed 100-hp Gipsy or 120-hp inverted Gipsy Major engines, and propellers. The most interesting aspect for SAFO readers are the decals: the Cirrus Moth can be built either as a JAAF machine circa 1934 or a Finnish Air Force machine circa 1937. The Moth Major can be finished in either Spanish Republican or Nationalists colors. There are even more possibilities for the adventurous. The author of this review has built the DH 60 G Gipsy Moth in the markings of the Polish Air Force's 1st Regiment, Warsaw, of the 1930's. The quality of the resin parts, especially on the Moth Major, bears close resemblance to the best French resin models, while the white metal parts could be easily mistaken for Aeroclub products. All models in 1/72 scale.

2. Another gem of a kit comes from Lublin's S-Model, previously famous of their AFV models especially for Polish Army between the wars. Now they have release a 1/48-scale PZL P-37 Los (Elk) bomber. The main parts are vacuformed in white styrene, and anyone lucky enough to have seen their earlier 1/48 kits of the PZL P-23 Karas or PZL P-46 Sum will know what high quality can be expected - simply excellent. All clear transparent parts are also vacuformed and there are no less than 111 resin parts. These latter are of very good quality and molded in pale yellow resin. Again, full

interior, engines and propellers, undercarriage, etc. are meticulously portrayed. The decal set, provided by Techmod, lets modeler build either a Polish or a Rumanian AF machine. This is what modelers, not only in Poland, were waiting for many years. Recommended!

Publications

1. AJ-Press is still actively producing new titles in their Monograph and Campaign series. Their latest, No. 28 in the Monografie Lotnicze series, is on the Morane Saulnier M.S.406 and was written by Gaston Botquin. There are about 115 photographs, 17 color profiles, 9 pages of 1/72-scale drawing (M.S.405, 406, 410, D-3801, & MSv Morko Morane), two pages of 1/36-scale detail drawings with cross sections, some 15 detail drawings of engine, cockpit, machine gun, a color cutaway, and a color drawing of the cockpit interior. Fully described and shown on pictures and color profiles are M.S.406 not only in the l'Armee de l'Air but also in Polish, Turkish, Lithuanian, Swiss, Luftwaffe, and, of course, Finnish service. All this in 66 pages including the excellent cover art work by Jaroslaw Wrobel. Similar releases include Nos. 25 & 26 on the P-47 Thunderbolt, No. 27 on the IAI Kfir, and No. 30 on Me-262 Schwalbe Part 1. Number 9 in the Campaign series is on Soviet Naval Air Forces 1941-1945.

2. ACE Publications has released No. 4 in their series Under the Magnifier, this time the subject is the MiG-15 Fagot. Within 36 pages (plus covers) they included 4 pages of color profiles of Soviet, Polish, Korean, Czechoslovak, Hungarian, Egyptian, Chinese, etc. machines, 32 color photos and over 60 black and white photos, 5 pages of 1/72-scale drawings, a cutaway drawing, and drawings of canopy and undercarriage detail. There is also a chapter describing models, accessories, and decals available in all scale. An English summary occupies two pages. Other titles in the series are: Mustangs (early and late), Spitfire IX-XVI, and Avenger.

3. WYD. MILITARIA has released something special for Polish Air Force fans. Number 13 in their series is a 50-page book by Andrzej Glass entitled Skrzydła w opałach: Samoloty Polskie 1918-1939: (Wings in Distress): Polish Aircraft 1918-1939. This is a photo album with over 150 photos of

crashed PAF machines. There are two sections: (1) Aircraft of Foreign Origin and (2) Aircraft of Polish Origin. Every picture has an English caption. The back cover has color profiles of three well-known types: PZL P-11c, PZL P-23B Karas, and RWD-8pws and the front cover has a great color drawings of a nosed-over P-7A by J. Wrobel. Other recent releases from this publisher are Luftwaffe 1946 and Hs-129 monographs.

Decals

1. HI DECAL LINE's latest are identical 1/72 and 1/48 sheets covering four Su17M4R/Su22M4. These are a Ukrainian AF Su-17M4R, and a Polish, a colorful East Germany, and a West Germany Su-22M4's.

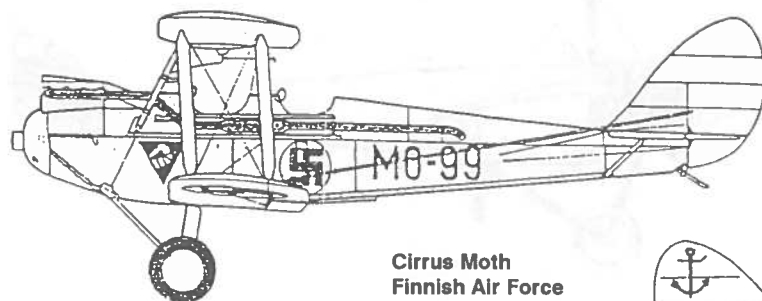
2. InTech latest in its series on the Polish Air Force is enclosed for your estimation and review. (See review in this issue of SAFO).

Accessories

1. A new company, PART, has released their first photoetched sets. These are of a quality equaling Eduard and include the cockpit panel with all gauges on acetate film background. So there is no need to say more except to list the sets: There are sets for the Mi-24D in both 1/72 and 1/48 scales. In 1/72, there are sets for both the Lublin R-XIIID and R-XIIIt for the PL Majkowski short-run kits. I sure hope they will do a set in 1/48 for the Spojnia/Mirage kit. They also have sets for the AH-64A and Fw-190A-8 & D-9. We all hope and wait for sets for the TS-11 Iskra, PZL-11c, PZL-23 Karas, PZL 37 Los, RWD-8, etc. If it is possible for the poor Lublin kit, why not for the much better and more readily available kits? Anyway, full marks for PART.

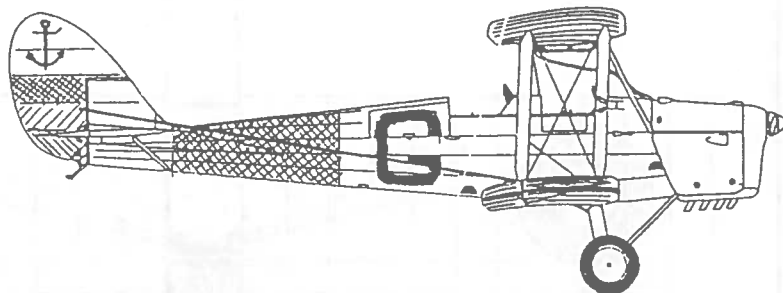
2. Another new company, HECTOR, has started releasing resin sets for updating available kits. The sets available now are: 7201 TS-11 Iskra bis DF; 7202 TS-11 Iskra R (or NOVAX); 7205 TS-11 Iskra ejection seats(2); 7205 under-fuselage auxiliary fuel tank for MiG-21 & 23. Future releases include resin interiors for MiG-21, 23, 29, and ejection seats for MiG15, 17, 19, 21, 23, 29, Su-7, 15, 20, etc.

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Cirrus Moth
Finnish Air Force
1937

Moth Major
Aeronautica Naval de Republica, La Ribera 1938
Red bands on both surfaces of wings and on fuselage



Both aircraft are pale silver-grey overall
Drawings from Modelkrak instruction sheets

"Modelkrak is preparing to release several kits of French flying boats that were used in Poland during the 30's (LeO H-13B & H-135; CAMS-30E; Latham 43HB3; and Schreck FBA-17HE2 & HMT2). We have good color schemes for Polish a/c, but have almost nothing on French and other users. Since we would like these kits to have worldwide appeal, we want to include decals for non-Polish a/c. We mainly need color schemes, but technical details, photos, sketches, scale drawings will help us design a better replica. Any help from SAFCH members would be mentioned on the instruction sheets. Contact Wojciech Butrycz (address above)."

Small Air Force Britten-Norman Islanders/Defenders

John Cochran

[Author's note: Britten-Norman has long been involved with the world's small air forces. The Islander/Defender was developed in the mid 1960s as a tough, useful commercial light aircraft whose usefulness in military and government roles was immediately apparent to 'third world' countries. Its use has not been only with the smaller countries. Both the USA and the UK have found a use for these versatile aircraft; they even took part, although not in combat!, in the 1991 Gulf conflict. To my knowledge only three of these aircraft have ever been destroyed 'in action'. One, a Rwandan Air Force machine, was shot down by 'rebel' forces in 1990. A Falkland's government aircraft was destroyed at Stanley airport in 1982, having been captured by Argentine forces. And, a Turkish civil aircraft was shot down by a trigger-happy Syrian MiG-21 in 1989.

I have checked through the production histories of all Britten-Norman aircraft, from the first in 1965 until June 1996, to discover their military use, which is set out below. I am indebted to the work of the amateur Society of Britten-Norman Historians, an organization truly in the mold of the Small Air Forces Clearing House!

Constructors numbers listed start with the prototype, No.1, which first flew on 13 June 1965. They carry one of four suffixes: "B" built at the main factory Bembridge, Isle Of Wight, UK. "G" built at Gosselies, Belgium. "P" licence-built in Manila, Philippines, from 1974. "R" licence-built at Bucharest, Romania, from 1969.]

Abu Dhabi: c/n 34B, 6.11.68, serials 201 and 801. c/n 47B, 12.2.69, s/n 202 and 802. c/n 117B, 30.10.69, s/n 203 and 803. c/n 648R, 10.12.71, s/n 204 and 804.

In 1976, the Abu Dhabi Defence Force became the United Arab Emirates Air Force. In 1987, these aircraft were presented to the Somali Air Force where they were scrapped as un-airworthy in 1991.

Anogola: c/n 526G, sold to Tehnoimport, Romania, 25.8.77, delivered to the Angolan Government in 1977 serialised 2451, became R-201 of Angolan Air Force and written off in a landing accident March 1984. c/n 543G, delivered to Angolan Government via Romania as 2453 in 1977, became R-203, still listed on Angolan Air Force inventory. c/n 562G, delivered to Romania 25.8.77 and then, as the above examples, delivered to the Angolan Air Force as R-202, written off in an accident in 1984. c/n 798R, currently R-206 Angolan Air Force. c/n 801R, currently R-205 Angolan Air Force. c/n 802R currently R-207 Angolan Air Force. c/n 803R, currently R-208 Angolan Air Force. c/n 826R, delivered 18.11.78 from Romania as D2-ESE, Angolan Air Force, still current. c/n 827R, delivered 17.10.78 from Romania as D2-ESI, Angolan Air Force, still current. c/n 890R, delivered 3.2.81 from Romania as R-211, Angolan Air Force, currently with Angolan Airlines. c/n 896R, delivered as R-210 Angolan Air Force, transferred to Angolan Airlines and written off in crash 23.9.85. c/n 898R, delivered as R-209 to Angolan Air Force 3.2.81, transferred to Angolan Airlines and severely damaged in a crash at Kinshasa Airport in 1981, rebuilt 1986 and currently 9Q-CJA of Transport Aerien Zairois, Kinshasa.

Belgium: The following twelve aircraft were delivered to the Belgian Army: c/n 466G, 3.6.76 B-01. c/n 468G, 22.5.76 B-02.

c/n 476G, 3.6.76 B-03. c/n 498G, 1.7.76, B-04. c/n 501G, 16.7.76, B-05. c/n 510G, 24.8.76, B-06. c/n 523G, 10.9.76, B-07. c/n 531G, 8.8.76, B-08. c/n 533G, 18.11.76, B-09. c/n 541G, 22.9.76, B-10. c/n 549G, 12.1.77, B-11. c/n 553G, 27.10.76, B-12. All these aircraft remain in use except B-05 and B-06 which were badly damaged in a fire at Butzweilerhof, Germany, on 23.11.88. B-05 is now used for ground instruction at Saffraenberg Technical School and B-06 has been rebuilt for static display at the National Aeronautics Museum in Brussels. c/n 2146 was specially fitted with experimental four-bladed props in 1992 and tested by the Belgian Gendarmerie Nationale. It still serves as G-05

Belize: c/n 2136R and 2137R were delivered to the Belize Defence Force on 2.8.83 and 27.7.83 respectively. They carry the serials BDF02 and BDF-01.

Botswana: The Botswana Defence Force has received a total of 14 Islanders/Defenders since 1976. The first 6 were built as Islanders in Romania in 1976/77. These remained unsold but were converted to Defenders in 1977/78, and were delivered to Botswana as follows: c/n 791R, 4.10.77, serial OA1, Z12 Squadron. c/n 795R, 28.10.77, serial OA2, Z2 Squadron, written off in landing accident May 1978. c/n 799R, 18.2.78, serial OA3, Z3 squadron. c/n 783R, 31.10.78, serial OA2, as replacement for 795R. c/n 836R, 20.2.79, serial OA5, Z3 Squadron. c/n 772R, 13.4.79, serial OA4, Z2 Squadron. c/n 918B, direct from U.K. 3.8.81, serial OA6, Z3 Squadron.

Two Defenders were ordered by the International Aviation Corporation of Florida in 1977. These were not delivered and were finally sold to Botswana as follows: c/n 1054G, 31.8.84, serial OE1, Z1 Squadron. c/n 1055G, 27.9.84, serial OE2, Z1 Squadron. These two aircraft were sold, on 21.2.91, to United Air Charters of Harare, Zimbabwe.

Five more Romanian built Defenders were obtained as follows: c/n 2226R, 23.10.90, serial OA7. c/n 2227R, 11.12.90, serial OA8. c/n 2257R, 15.3.93, serial OA9. c/n 2258R, 3.3.93, serial OA10. c/n 2265R, 12.1.94, serial OA11.

Cambodia: Three Defenders were purchased for the Air Force of Oman in 1974. In September 1993, they went to Hawker Pacific of Sun Valley, California, but were stored in Singapore. They were delivered to the Cambodian government in 1994/5 as follows: c/n 401G, XU-MTA, delivered 1.94. c/n 414G, Registered XU-MTB, delivered 2.94. c/n 400G: Registered XU-MLC, delivered 4.95. Although civil registrations were carried, at least two of these aircraft were painted in brown and green camouflage and all carried full Cambodian Air Force insignia. A photo of XU-MLA also exists, but the history of this aircraft is not known.

Cape Verde: Officially, the Cape Verde Air Force has only possessed three Antonov An-26s. However, all aircraft of the civil 'Transportes Aereos do Cabo Verde' are available for military use. These, and the Antonovs, all carry the national flag as a fin marking. The following three Islanders were delivered to the TACV via ALAR of Lisbon, Portugal: c/n 623R, 10.71. c/n 640R, 7.72. c/n 685R: 6.73.

These were sold to Harvest Air of Southend, England, on 27.6.84 and continued with a rather chequered career. 623R is currently derelict at Barcelona Airport, Spain; 640R is being operated by Nesher Aviation, Herzlia, Israel; and 685R is

being operated by Fly BVI, Tortola, British Virgin Islands. **Ciskei:** This South African 'Homeland' operated four Islanders until its re-absorption into Republic of South Africa in 1994. c/n 271B and c/ 729R initially went to Lesotho Airways, then to the Ciskei government, in March 1983. They joined the Ciskei Defence Force in August 1983 and were transferred to the Botswana civil register in 1986. c/n 834R had an interesting career taking it to Florida (twice), Panama, and Belgium before being sold by Air Capital Aircraft Sales, Wichita, to the Ciskei Defence Force in September 1985. Since November 1994, it has belonged to the South African Air Force. c/n 862R was on the South African civil register until sold to the Defence Force in September 1983. It is now in the South African Air Force.

Cyprus: c/n 2106R, the 1000th BN-2 built, delivered to the Cyprus government 7.5.82, and passed on to the Cyprus Defence Force in May 1985. c/n 2207R, delivered to Cyprus Police Air Wing June 1990

Falkland Islands: A single Islander, c/n 872R, was delivered to the Falkland Islands Government Air Service for search and rescue and fisheries protection on 12.9.79. This was destroyed by RAF bombing of Port Stanley airfield 30.4.82 c/n 2125R and 2126R were sent to the Islands on 28.12.82 as replacements. 2126 was destroyed in a landing accident 26.6.87 and 2125 was sold to Icarus Flying Services, House Harbour, Quebec, Canada 6.4.90. Six more were supplied between 1985 and 1992: c/n 2160R, 24.12.85. c/n 2188R, 14.10.87. c/n 2200R, 8.5.89. c/n 2216R, 12.6.90. c/n 2218R, 4.7.90. c/n 2252R, 1.3.92.

Finland: c/n 0269B joined the Finnish civil register 8.7.71. It was leased to the Air Force 10.5.74 as BN-1, but returned to OY Soffco AB, Helsinki in April 1975. After a varied career it currently flies with Guyana Air Services, Georgetown.

Guyana.

Ghana: Eight Islanders were delivered to the Ghana Air Force as follows: c/n 0333B, 13.7.73, s/n G 350. c/n 0337B, 25.7.73, s/n G 351. c/n 0338B, 8.8.73, s/n G 352. c/n 0339B, 28.8.73, s/n G 353. c/n 0340B, 28.8.73, s/n G 354. c/n 0341B, 7.9.73, s/n G 355. c/n 0342B, 18.9.73, s/n G 356. c/n 0343B, 19.9.73, s/n G 357.

All these aircraft, except 0343B, which was written off in a landing accident, were sold to Welsh Dragon Aviation, Pontypridd, Wales, in April 1995, and at present are stored in Miami, Florida.

The following Defenders were supplied to Ghana and are still on the Air Forces' inventory: c/n 2225R, 17.9.90, s/n G 360. c/n 2222R, 22.10.90, s/n G 361. c/n 2223R, 21.11.90, s/n G 362. c/n 2229R, 12.12.90, s/n G 363.

Guyana: Two aircraft were ordered for the Guyana Defence Force in 1970, but were not delivered. They were sold to ALAL, Lisbon. c/n 0118B was sold in Mozambique and is still on that country's civil register. c/n 0125B was destroyed in an accident in Portugal in 1982. The following six aircraft were sold to the Defence Force via Jonas Aircraft, New York: c/n 0230B, 28.2.71. c/n 0231B, 28.2.71. c/n 0720R, 21.10.74. c/n 0478G, 9.12.75. c/n 0482G, 23.12.75. c/n 0484G, 30.3.76. 0231B was cannibalized for spares. 0482G was written off in an accident. The remaining aircraft were sold to Air Services, Guyana, in 1990. c/n 0289B was supplied to Fair Oaks Aviation Services, England, in 1971. It was sold to Volkswagen(GB) in 1972 and spent some time in the Seychelles and Jamaica

before being bought by Air Services, Guyana in 1983. It was purchased by the Guyana Defence Force in October 1991.

Haiti: c/n 0410G was sold to Jonas Aircraft, New York, in 1974. It was sold on to the civil operator Haiti Air Inter in 1976 and soon became s/n 1270 of the Haitian Air Corps. In 1988 it was sold to Air Taxi San Domingo, Dominican Republic.

Hong Kong: c/n 0615R was delivered to the Royal Hong Kong Auxiliary Air Force in December 1971 as HKG-7. After being written off in an accident at Tolo Harbour 15.12.92, it was rebuilt by engineering apprentices for a projected Hong Kong aviation museum.

India: The Indian Navy purchased 17 Defenders between 1976 and 1983. These are all based at Cochin with 550 squadron. c/n 0873R was written off in a crash. The remainder are all on strength although it is believed that two or three may have been withdrawn from service. They are: c/n 0477G, 12.5.76, IN126. c/n 0480G, 12.5.76, IN127. c/n 0481G, 24.6.76, IN128. c/n 0506G, 24.6.76, IN129. c/n 0507G, 5.7.76, IN130. c/n 0873R, 7.1.81, IN131. c/n 0875R, 12.12.80, IN132. c/n 0886R, 12.12.80, IN133. c/n 0887R, 7.1.81, IN134. c/n 0888R, 29.1.81, IN135. c/n 0889R, 29.1.81, IN136. c/n 2123R, 26.7.83, IN137. c/n 2134R, 26.7.83, IN138. c/n 2135R, 19.9.83, IN139. c/n 2148R, 19.9.83, IN140. c/n 2149R, 16.11.83, IN141. c/n 2150R, 26.10.83, IN142.

Indonesia: c/n 0713R was supplied, via ALAR Lisbon, to the Transportes Aereos de Timor on 1.9.74. Two years later Indonesia invaded Timor and this aircraft became Indonesia's only Islander.

Iraq: Iraq ordered three aircraft in 1970, but none were actually delivered. c/n 0622R after service in England, Scotland, Greece, and Canada, is now with Trans Guyana Airways. c/n 0624R has spent its service career in Mozambique where it is still on the civil register. c/n 0625R also spent time in Mozambique and is currently on the civil register in the Dominican Republic.

Israel: c/n 0096B went to Avirom Airlines, Tel Aviv, in November 1969, it then joined the fleet of Arkia, the Israeli domestic operator in 1972, where it is still in use, it was commandeered for use in the Yom Kippur War, in October 1973, and used by the Israeli Defence Force until August 1978. c/n 0107B had several Israeli owners until joining Arkia in 1972, it took part in the 1973 War in the Defence Force and, in 1978, went to the Israeli Air Force museum. c/n 0285, after several owners in England, Ireland, and Israel, this aircraft also joined Arkia in 1972 and then the Defence Force in 1973, since 1982 it has been an exhibit at the Israeli Air Force museum.

Jamaica: c/n 0699R joined the Jamaica Defence Force as JDFT-2, via Jonas Aircraft, New York, in April 1974. c/n 0796R joined the Defence Force as JDFT-5, via Jonas Aircraft, in January 1977, it was written off in an accident 20.4.94.

Jordan: c/n 0861R was used at the Bembridge factory from its first flight in September 1977 until its sale as a back up aircraft for the Royal Jordanian Falcons Display Team, in 1980. From 1994, it was also used by the Jordan Free Fall Team. In April 1995, it joined the Royal Jordanian Air Force with serial number 330.

Malagasy: c/n 0382B was delivered to Malagasy Air Force 29.3.74 and given serial 382. Sent to Canada for rebuilding

September 1995. Present status unknown.

Malawi: The Malawi Police Air Wing received five Defenders between 1976 and 1986: c/n 0492G, 31.10.76, written off accident 4.2.77. c/n 0792R, 5.4.77, written off accident 18.3.83. c/n 2141R, 16.2.84. c/n 2151R, 19.3.87. c/n 2158R, 22.8.86.

Mauritania: A first batch of five aircraft were delivered to the Surveillance Squadron, Mauritanian Islamic Air Force 1976 to 1977: c/n 0747R, 8.4.76. c/n 0765R, 14.5.76. c/n 0786R, 9.11.76. c/n 0787R, 24.11.76. c/n 0793R, 20.6.77.

The last three were all written off in accidents and replacements were obtained from stocks in England as follows: c/n 0587G, 31.5.77. c/n 0576G, 8.2.78. c/n 0574G, 6.3.78. c/n 0577G, 17.3.78.

0587G has since been written off, leaving five aircraft on strength.

Mauritius: After being displayed, in Mauritian insignia, at 1992 Farnborough Air Show, England, c/n 2238 was delivered, 30.9.92, to Mauritius National Coast Guard.

Mexico: Between 1971 and 1981, the following aircraft were delivered, via Jonas Aircraft New York, to the Mexican Air Force: c/n 0250B, 27.8.71, Presidential Flight TP207, currently with the Chiapas State government. c/n 0252B, 27.8.71, Presidential Flight TP208; c/n 0255B, 1971, Presidential Flight TP209, written off in accident. c/n 0286B: 1971, Presidential Flight TP212, went via Institute of Nuclear Engineering to Mexican Uranium Company, written off 1987. c/n 0293B, Presidential Flight TP211, 1971. c/n 0294B, Presidential Flight TP210, 1971, currently with Dolphin Aviation, Florida. c/n 0420G, 1975, as replacement for 0255B, currently with Chiapas government. c/n 2024, 1981, operated by Presidential Flight, carries insignia and civil registration.

Morocco: The first batch of four Islanders were delivered to Moroccan Ministry of Agriculture in November and December 1990. These were sent back to UK for conversion to military Defenders in 1993 and were re-delivered to Morocco. The numbers are 2213R, 2214R, 2215R, 2228R. A further ten were delivered as Defenders to the Ministry of Fisheries and currently serve with the Gendarmerie Royale carrying full insignia and civil registrations. They are: c/n 2232R, 29.9.91; c/n 2233R, 29.9.91; c/n 2237R, 23.10.91; c/n 2259R, 22.11.93; c/n 2261R, 31.12.93; c/n 2262R, 14.12.93; c/n 2266R, 4.10.93; c/n 2273R, 26.11.94; c/n 2274R, 26.11.94; c/n 2275R, 26.11.94.

Oman: The Royal Air Force of Oman received eight Defenders between 1974 and 1975. Apart from two written off in accidents they were all sold to Hawker Pacific, California, and stored in Singapore; c/n 0400G, 16.8.74, s/n 301, currently Cambodian Air Force.. c/n 0401, 2.9.74, s/n 302, currently Cambodian Air Force. c/n 0402G, 9.10.74, s/n 303, on civil register in Queensland, Australia, but in storage. c/n 0413G, 18.12.74, s/n 304, crashed Oman 3.9.76. c/n 0414G, 8.1.75, s/n 305, currently Cambodian Air Force. c/n 0415G, 23.1.75, s/n 306, civil register Queensland, Australia, written off in crash 7.4.96. c/n 0417G, 11.3.75, s/n 307, currently owned by Vanua Air, Fiji. c/n 0418G, 10.4.75, s/n 308, crashed Oman 10.6.87. Also delivered to Royal Oman Police: c/n 2201R, 14.9.89, s/n A40-CT, written off, but then rebuilt and re-entered service 2.12.91.

Pakistan: c/n 2242R and c/n 2246R originally ordered for the Zambia Flying Doctor Service but not taken up. Sold to Pakistan Maritime Security Agency, 1994. Carried s/n 42 and 46

respectively and Pakistan Navy insignia.

Peru: Peru's Policia Nacional obtained two Islanders from various sources. These carried Peruvian roundels. c/n 2113R saw service in Colombia before being captured and used with a fictitious registration by a drug dealer, recaptured by the authorities, it was sold to Peru in 1984, used at least serials UAP-6 and GC-006. c/n 2176R went from Tenerife, Canary Islands, and England before being bought by British government and presented to Peru as gift, in 1987.

Philippines: All of the 29 Britten Norman aircraft delivered to the Philippine government between 1976 and 1981 were built at the factory in Manila. An additional three aircraft were ordered by the Philippine armed forces before production began. Serialling: All Philippine Air Force and National Police aircraft were given a serial that matched the constructors number. The Navy also followed this practice until about 1980, when serials from 301 onwards were issued.

c/n 0426G, 18.4.75, Navy 426, crashed 19.5.76. c/n 0428G, 18.4.75, Navy 428, later 301. c/n 0430G, 27.3.75, Air Force 430, became Navy 310 in 1991. c/n 0453P, 20.8.76, Navy 453, later 302. First BN aircraft built in Philippines. c/n 0455G, in civilian use in Philippines, transferred to Air Force 1980 as 455. c/n 0456G, in civil use, transferred to Navy 1977 as 456, later 304. c/n 0459G, in civil use, spent short period, in 1977, in Air Force as 459. c/n 046, 20.8.76, Navy, 460, later 303. c/n 0462P and c/n 0463P, in civil use, transferred to National Police 5.4.77 as 462 and 463, national insignia, still Police owned, but now on civil register. c/n 0471P, 20.1.78, Air Force as 471. c/n 0502P, 25.1.80, Air Force as 502. c/n 0508P, 30.9.80, Air Force as 508. c/n 0509P, 25.6.80, Air Force as 509, sold to Olymic Airways, Manila, 1996. c/n 0527P, 6.1.81, Air Force as 527. c/n 0528P, 26.8.81, Air Force as 528. c/n 0538P, 25.6.80, Air Force as 538, then Navy as 311. c/n 0539P, 25.6.80, Air Force as 539. c/n 0547P, 14.9.81, Air Force as 547. c/n 0548P, 14.9.81, Air Force as 548, destroyed in coup attempt 1.12.89. c/n 0551P, 10.8.81, Air Force as 551. c/n 0552P, 6.7.81, Air Force as 552, then Navy as 320, 1993. c/n 0559P, 20.7.81, Air Force as 559, crashed 28.8.91. c/n 0560P, 11.1.81, Air Force as 560, crashed 18.11.92. c/n 0561P, 4.6.81, Air Force as 561. c/n 0567P, 10.7.81, Air Force as 567, transferred to Navy. c/n 0568P, 10.7.81, Air Force as 568, transferred to Navy. c/n 0569P, 3.6.81, Air Force as 569, to Pacific Airways, Manila, 1995. c/n 0593P, 6.7.81, Air Force as 593. c/n 0594P, 22.4.78, Navy, but after accident in 1979, rebuilt for Air Force. c/n 3001P, 23.9.81, Air Force as 3001. c/n 3003P, 28.9.81, Air Force as 3003, crashed 17.3.82.

Dates do not necessarily follow constructor numbers. Manila built aircraft were always delivered, on completion, to Philippine Aerospace Development Corporation, then released to armed forces, as required.

Romania: Since August 1969, 520 Britten Norman aircraft have been built in Romania. These were virtually all flown to UK and sold from there. Only one was sold back to the Romanian Air Force. Prior to Romanian production, four aircraft were sold from UK: c/n 0093, 2.8.69, s/n 93. c/n 0097, 13.8.69, s/n 97, now on civil register. c/n 0122, 28.11.69, s/n 122. c/n 0130, 29.12.69, s/n 130, transferred to civil register as YR-BND, currently repainted as 130 in Museum of Aviation, Bucharest. The sole Romanian built example, c/n 0816, 24.10.78, s/n 816, is now on civil register.



Rwanda: Two ordered as follows: c/n 0751R, 30.9.75, based at Kigali, shot down by 'rebels' 1990. c/n 0811R, 29.9.77, based at Kigali, leased to Air Rwanda, 1996.

Seychelles: c/n 0589G delivered 27.5.80 to Seychelles Defence Force, from 1985 carried serial A2-01m, converted from Defender to Islander 1995 and transferred to Seychelles Development Company.

Somalia: c/n 0034B, 0047B, 0117B, and 0648R were all donated to the Somali Aeronautical Corps by United Arab Emirates Air Force, in 1987. They were all scrapped in 1991.

South Africa: c/n 0834R and 0862R joined South African Air Force in November 1994 with the dissolution of the Ciskei Defence Force.

Surinam: c/n 0916R, 24.2.82, serial SAF001, scrapped 24.11.93. c/n 2108R, 24.3.82, serial SAF002, scrapped 19.2.92. c/n 2116R, 8.6.82, serial SAF003; c/n 2117R, 27.7.82, serial SAF004, scrapped 22.4.95.

Thailand: c/n 0026B: Not military, but delivered 5.10.68 to Thai Ministry of Agriculture and still carries serial 501.

Transkei: c/n 0774R: This aircraft had a wide variety of civil users in Transkei, South Africa, Botswana, and U.S.A. It currently appears on the Costa Rica civil register. For some months, in 1977, it is recorded as being owned by Transkei Defence Force, but carried a South African civil registration.

Turkey: c/n 0272B: Delivered to a civil owner in Turkey as TC-KUN 16.8.72. Listed here because it was shot down by a Syrian Air Force MiG21 on 20.10.89. This is the only known instance of a Britten Norman aircraft being destroyed in air-to-air combat!

United Arab Emirates: Apart from those aircraft initially delivered to Abu Dhabi and later presented to Somalia: c/n 2118R, delivered 4.6.83.

Venezuela: c/n 0405G, after two years on the Venezuelan civil register, in 1976 this aircraft was transferred to the National Guard with serial GN 7432. Written off in accident 1993. c/n 0851R was delivered to Venezuelan Army Aviation 10.8.79.

Zaire: c/n 0630R was delivered to Zaire government 4.12.71. Joined Zaire Air Force 1978, and then International Trans Air Business, Zaire, in 1993.

Zimbabwe: Six aircraft, four on Mozambique civil register and two on South Africa's, found their way into the Rhodesian Air Force between 1976 and 1979. Since April 1982, they are on strength of No.3 Squadron Zimbabwe Air Force. Rhodesian dates and serial numbers as follows: c/n 0412G, 28.4.78, 7213. c/n 0656R, 21.3.77, 7319. c/n 0658R, 29.6.76, 7317. c/n 0678R, 18.11.79, 7323. c/n 0705R, 11.9.76, 7138. c/n 0707R, 27.7.76, 7136.

John Cochran (SAFCH #905), 6 Bonnington Ave., Crosby, Liverpool, L23 7YJ England.

Photo Captions (All photos from Britten-Norman via author)

a. c/n 2238: Mauritius Coast Guard 1992. White overall except for yellow, light blue cheat lines separating with from the dark blue undersurface of the fuselage. Yellow, light blue, dark blue stripes on trailing edge of rudder (yellow leading). Dark blue on leading edge of vertical fin. Black radar dome, "Coast guard", and "MP-CH-02". Roundel and fin flash are red, blue, yellow, and green (from out side in and from top to bottom respectively). Propeller blades are black and the spinner is polished metal.

b. c/n 0418G: Oman AF 1975. Wrap-around camouflage of earth and dark green with white panel and antenna over cockpit and around windows. National insignia is red and white. Propellers are black with red/white/red tips and the spinner is black.

c. c/n 0615R: Royal Hong Kong Auxiliary Air Force 1972. White overall with red trim, Black anti-glare panel, "HKG-7", and thin strips on each side of red fuselage band. Fin flash is red/white/blue (red forward). Propeller blades are black.

d. c/n 0720R: Guyana Defence Force 1974-1990. Yellow overall with black trim. Thin line above the two black fuselage stripes is red. Black "GDF" and "8R-GEE". Front surfaces of the propellers is natural metal and the back surfaces are black.

e. c/n 2106R: Cypress Defence Force 1985 (1000th BN-2). White overall with black "5B-ICV", anti-glare panel, radar dome, and propellers.

f. c/n 2201R: Royal Oman Police. Sand overall with black radar dome and "A4D-CT". Fin flash is red (leading) with white/orange/black (from top). Propellers are black with white/black/white tips and a polished metal spinner.

g. c/n 2207R: Cyprus Police Air Wing 1990. Powder blue overall with yellow and medium blue trim. Radar dome and "G-CYPP" are black. The latter are on a white panel (temporary?). The Cyprus insignia (a map on Cyprus within a white rectangle appears high on the vertical fin. The propellers are black with white/black/white tips.

h. c/n 2216R: Falkland Islands Government Air Service. Red overall with dark blue trim separated from the red by thin white stripes. White "Fishery Patrol" and "FIGAS". The black "G-BRFY" on a white panel appears to be removeable. Black radar dome. The pennant below the cockpit is yellow and black.

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Junkers Jumo 213, 1/72-scale engine construction kit in resin and brass. ExtraTech. £3.25.

Back in the 1960s, when I attended my first IPMS-USA National Convention, I was amazed at the engine detail that some modelers were putting into their 1/72-scale a/c. I've never had the patience, or the desire, to go to this extreme - until now. Extra-Tech of the Czech Republic has released a line of accessories which they accurately identify as "Engine Construction Kits". The example at hand includes five delicately-cast resin parts and two frets of double-etched brass (4 x 5 and 2 x 3 cm) with some of the smallest brass parts I ever hope to see. The 4-page instruction sheet is very clear and gives the impression that even a ham-fisted modeler

such as myself could put this together, but I'd probably lose my eyesight in the process. All kidding aside, I would be tempted to try this kit if it had a small-air-force application; a/c listed as using the Jumo 213 are the Fw 190D, Ta 152H, Ta 154, & Ju 88G6/G7. However, the choice of a/c might not be important to many modelers who would prefer to display this engine separately on a scratch-build stand. I wonder what other Engine Construction kits will be released by ExtraTech. I know I would not be able to resist a Merlin or a Wright Cyclone. Could this series be the source of the long-wished-for Goblin? Review copy provided by AeroClub.

MIG-15UTI, 1/72-scale cockpit and surface details.

ExtraTech. £2.65.

Another excellent etched-brass detailing set from the Czech Republic. It consists of a 5 cm by 4.5 cm sheet with 27 double-etched parts and 2 cm by 2.5 cm clear sheet with photo impressed instrument faces. With these parts, the modeler can add realist instrument panels and side-consoles, the head's-up display (?) for the rear seat, undercarriage doors, and wheel hub detail. The instruction sheet makes every thing look so simple that this should be a good set for a first attempt at brass. For the experienced brass modeler, it's just the thing to add a little pizzazz to your next KP MiG-15UTI. Review copy provided by AeroClub.

SO.4050 Vautour, by Alain Crosnier. Collection Histoire de l'Aviation No.2. 336 pages, 21 cm by 29.7 cm, more than 800 photos (over 50 in color), 13 pages of drawings (8 pages of 1/72-scale drawings, 3 pages of cutaway drawings, and 10 color side-view drawings). Hardbound. 390 ff + 30 ff postage. Lela Presse, 39 rue Aristide Briand, 62200 Boulogne sur Mer.

The Vautour has had little coverage in the enthusiast literature, partly because of its less-than-spectacular appearance, but mainly because it comes from a period sadly neglected by both aviation historians and modelers - the period between the end of WWII and the beginning of the supersonic age. This is unfortunately, since this period produced a multitude of prototypes that are both significant and weird (seldom at the same time). The Vautour was the first French-designed two-engine bomber/attack a/c that saw extensive service in the French Air Force, and, of interest to small-air-force fans, Israeli pilots flew it in combat.

This book is produced to the high standards set by SAFCH member Michel Ledet of Avions: Sturdy hard covers protect 336 pages of high-quality paper with several well-reproduced photos on each page. The extensive text is in French, and the photo captions are bi-lingual (French and English). The scale drawings are very well done and include 1/72-scale drawings of the under-wing stores and ground equipment (nice touch). Israeli Vautours are covered on one 16-page chapter with 36 photos and one color side-view drawing.

Because quality has its price, this book is rather expensive. For this reason, and this reason only, this book cannot be recommended to the casual reader. However, if you have an interest in the aircraft of the 50s and 60s, or if you are a devoted fan of the Israeli Air Force, or if you just want to brush up on your High-School French, you will certainly want to add this book to your library.

Lithuanian Air Force 1918-1940, Insignia Air Force Special with 1/72-scale decals. Blue Rider Publications, 43a Glasford Street, London SW17 9HL, UK. £9.50.

I wasn't sure if this review should be placed in the "books" section or the "decals" section, since it is a book that contains decals. I finally settle on the "books" since the historian might not look at the "decals", but the modeler will probably look at the "books". Anyway, this set consists of a booklet, 48 pages, 15 cm by 21 cm, containing a short history of the Lithuanian AF 1918-1940 illustrated with a 46 photos, 4 pages of color drawings, and 12 pages of side- and 3-view scale drawings, 4 pages of table, and two large (14 cm by 19 cm and 14 cm by 16 cm) sheets of 1/72-scale decals.

That's a lot of material to shove into such a small package, but Blue Rider does it very well. The text, though short, is comprehensive. The "chapters" cover: Independence, the creation of a Lithuanian Air unit, and war with the Bolsheviks; Peace with Russia - war with Poland; The Karo Aviacija during the twenties; Lithuanian aircraft construction and design; Re-equipping the Karo Aviacija - the thirties; The outbreak of WW2 and Soviet occupation; and Lithuanian aircraft markings 1918-40. The photos and drawings illustrate just about every a/c type that carried Lithuanian markings: Albatros B.II, LVG C.VI, Albatros J.II, Junkers F.13, Fokker D.VII, Sopwith Strutter, Fridrichshafen G.III, Albatros D.III, Albatros C.IV, Halberstadt CL.IV, SVA-10, Alsado A.120, Letov S-20L, Dobi-1, Dobi-2, Dobi-3, Anbo-1, Anbo-II, Anbo-III,

Anbo-IV, Anbo-41, Anbo-51, Fiat CR.20, Dewoitine D.501L, Lockheed Vega, Avro 626 Tutor, Buckar Bu 133, DH 89M Rapide, Anbo-VIII, and Klemm Kl 35B.

While the photo reproduction is barely passable, the line drawings are, as you would expect Blue Rider, well done and informative, and the color drawings are gorgeous.

The decals provide the markings for a pair of Albatros B.IIa in early rhomboid national insignia without the white knight, a LVG C.VI with the rhomboid national insignia with the white knight, a Albatros J.II with red-shield national insignia, a pair of Letov S-20L with Knight's Cross national insignia and reptilian individual insignia, an Anbo-1 with the Knight's Cross national insignia, and an Air National Guard Kl 35B with red-shield national insignia and red/white sun burst on the wings and tail.

I recommend this book for all you small-air-force enthusiasts, not only for your own enjoyment, which will be unbundled, but in the hope that enough of you will buy this booklet to encourage Blue Rider to do more. Their next Special will be "Air Force of the Former Yugoslavia".

Fairchild Aircraft 1926-1987, by Mitchell. Narkiewicz//Thompson, 1331 South Birch Street, Santa Anna, CA 92707, USA.

Narkiewicz//Thompson continue their series on US aircraft manufacturers with a fine study of Fairchild aircraft. In their standard landscape format (8.5 in. by 11 in.), this book consists of 184 pages of glossy, high-quality pepper bound between sturdy card covers. At first glance, it may appear to be a "photo" book, with 10 pages of beautiful color photos (21 photos) and 285 excellently-reproduced b&w photos. However, interwoven between the photos is a comprehensive and informative text. If this text were published with far fewer photos, it would still be an excellent, but less enjoyable, book. All a/c are illustrated with a 3-view drawings, but these vary in quality and presentation from those suitable for enlargement for a scratch-building projects to small drawings that give only a general impression of the a/c. Among the former are the FC-1, FC-2W2, Model 71B, Super 71, Model 150, Model 24W40/R40, PT-19A-AE, and XNQ-1. Aircraft covered are the FC-1 and Canadian Vickers FC-2 (18 photos including Chile and Canada), FC-2W (9 photos including Canada), Model 41 (3 photos), Model 71 (15 photos including Canada and Argentina), Fairchild Aircraft Limited Canada 71, Super 71, 82, Niska, & Sekani (16 photos including Argentina), FB-3/FT-1/Model 21 (5 photos), Model 100/ American Pilgrim 100 (7 photos), American Pilgrim 150/General Aircraft GA-43 (3 photos), Kreider-Reisner KR-21 (19 photos), Model 22/XR2K-1 (12 photos), Model 24/Forwarder/Argus (29 photos including RAF), Mode 95 (5 photos), Model 91 Jungle Clipper (8 photos including Brazil and RAF), Model 45 (7 photos including Argentina), Model 46 (6 photos), Model 62/PT-19/PT23 (26 photos including Chile and Canada), Model 77/XAT-13/AT-21 Gunner (9 photos), Model 78/C-82 Packet (13 photos including the a/c used in the movie "The Flight of the Phoenix", Fairchild Canada F-11 Husky (6 photos), Model 92/XNQ-1/T-31 (5 photos), Model F-47 (4 photos), C-119 (21 photos), C-123 Provider (12 photos), F-27 Friendship (6 photos), VZ-SFA (3 photos), PC-6 Porter (5 photos), A-10 (12 photos), T-46 (5 photos), and Unpiloted Aircraft/Missiles/Helicopters/Subcontacts (5 photos).

In the above listing, grave damage has been done to complex designation systems used by Fairchild over the years. The author, however, does a magnificent job in explaining the tangle of designations that developed as Fairchild created new divisions, merged with existing companies, and disengaged itself from other corporate entities. This book has enabled me to put a lot of disjointed impressions about Fairchild a/c into a better-organized picture. This is an excellent book with outstanding photo coverage. While I was disappointed by the small coverage given to Fairchild a/c in service with the small-air-forces, particularly the PT series, it added immensely to my understanding of both the history of US aviation during the "Golden Age" and to what has happen to the US aviation industry since the end of WWII. If either of these topics are of interest to you, you will gain a lot from this book. Review copy provided by Jonathan Thompson.

Wings over Ireland: The Story of the Irish Air Corps, by Donal MacCarron, 144 pages, 21 x 28 cm, softbound. 219 b/w and 35 colour photos. Midland Publishing Ltd., 24 The Hollow, Earl Shilton, Leicester, England LE9 7NA, 1996. Price £14.95.

If all small air forces had books like this published on them, I'm afraid the SAFO would soon be out of business! The author (born 1927) has obviously spent a lot of time collecting material for this book and knows the subject intimately.

The book begins with chapters on British air operations in Ireland before independence in 1922, and the acquisition of the first Irish military aircraft "The Big Fella", a Martinsyde Type A Mk II by the IRA. The story then progresses more or less in chronological order. The time up to the 1940s does perhaps get rather more detailed coverage than the last 50 years, but I think most readers will not mind. There are also a couple of special chapters, dealing with the Irish connection in the 1920s crossings of the Atlantic by air, and with the 200+ aircraft interned during WWII. The latter includes a partial listing, giving details of 137 of the internees.

The text, though full of facts, is well-written and also liberally sprinkled with little anecdotes. The end result is very readable and gives a good insight into the development of the IAC over the years. An appendix gives the serial, former identity, delivery date, and fate/status of the 298 aircraft operated through the years. My only grumble is that some more information on paint schemes and markings would have been useful, although brief details are given in the list.

The selection of photos is excellent and includes illustrations of all 44 types ever in IAC service, except the very short-lived SE.5A and (probably an oversight) the Avro 626.

All in all, an excellent book, not to be missed by any true small-air-force fanatic (and, no, I have not been bribed by Midland to write this review!)

Leif Hellstrom (SAFCH #786). Norrskensbacken 13, SE-146 46, Tullinge, Sweden.

Wings over Suez, by Brian Cull, David Nicolle, and Shlomo Aloni. 385 pages, 6 x 24 cm, hardbound. 186 b/w and 6 colour photos (on the dust jacket). Grub Street, The Basement, 10 Chivalry Road, London SW11 1HT, 1996. Price £27.95 from Midland Counties.

This is a continuation of the earlier "Spitfires over Israel" by the same authors and publisher, and is written very much in the same style.

There are, in effect, three parts to the book. The first 114 pages cover the developments after the

1948-49 war, up to 1956. This includes details on the political background to the 1956 war as well as the build-up of the Israeli and Egyptian air forces. The Israeli side is given particularly good coverage, but there is also much new information on the Arab side.

The next 41 pages are dedicated to Operation Kadesh, i.e. the Israeli invasion of Sinai. The account begins with details on the famous cable-cutting missions by Mustangs on 29 October, and continues with a day-by-day account of the IDF/AF activities until the last strikes by Mustangs and Ouragans on 5 November. Losses totaled nine Mustangs, one Mystere, two Harvards, and three Piper Cubs.

Next, follows 199 pages dedicated to the British and French air operations during the Suez campaign. This part is of limited interest from a small-air-forces point of view, but is very detailed and no doubt contains much new information. The last several pages are taken up by appendices on Macchi CV205Vs, Halifaxes, Lancasters, and Spitfire F.22s in Egyptian service, and Airspeed Consuls in IDF/AF service; a listing of serial numbers of British (and some French) aircraft believed to have been used at Suez; and an index.

Throughout the book, a lot of quotes from people involved in the operations have been used. Despite this, I am afraid the text is rather dull and dry. The photos are mostly of fairly poor quality and the reproduction is also not very good. Having said this, the selection is still a unique one and adds a lot to the overall value of the book.

Bottom line: a well-researched history of an interesting campaign, but you probably need to have a special interest in the subject to enjoy the book. Leif Hellstrom (SAFCH #786). Norrskensbacken 13, SE-146 46, Tullinge, Sweden.

The Immortal Twin Beech, by Larry A. Ball, 240 pages, 15.5 x 23.5 cm, hardbound. 193 b/w and 18 colour photos. Ball Publications, 7517 Palais Court, Indianapolis, IN 46278, USA, 1995. £34.95 from Midland Counties.

Judging from the cover (which shows a Beech 18), one would expect this book to deal only with that type. Not so. The book actually covers all types of twin-engined Beech aircraft, although the 18 admittedly gets the lion's share of the story.

This is basically a picture book. The supporting text mainly deals with the design work and a general history of the Beech company. There is some data on versions, but this is incomplete and fragmentary. Nor is there much information the sales to military customers. Needless to say, there are no listings of aircraft histories or even production batches.

There is a reasonable selection of photos of US military aircraft, but the only illustrations of small-air-force interest are two shots of the Beech 18 sold to Sweden pre-WWII and photos of two aircraft destined for China (one pre-and one post-WWII). The rest are all of civilian aircraft.

All in all, a rather disappointing publication, particularly considering its very high price.

Leif Hellstrom (SAFCH #786). Norrskensbacken 13, SE-146 46, Tullinge, Sweden.

Final Tour of Duty: North American's T-28 Trojans, by Robert Genat, 144 pages, 22 x 18 cm, softbound. 145 colour photos. Specialty Press, 11481 Kost Dam Road, North Branch, MN 55026, USA. 1996. £19.95 from Midland Counties.

Another picture book with lots of nice photos, almost all of civilian warbird aircraft. There are also quite a few detail shots, useful to modellers.

The text is divided into several short chapters, five of which cover the different main versions of the T-28: A, B, C, D, and Fennec. The text gives the design history of each version and explains the technical differences in some detail.

This is a book aimed squarely at the warbird market and is of very limited small-air-force interest. For those (like me) who had hoped for a decent history on the T-28, it is a bit of a let-down. Still, taken for what it is, this is a nice enough publication and can be recommended to T-28 buffs.

Leif Hellstrom (SAFCH #786). Norrskensbacken 13, SE-146 46, Tullinge, Sweden.

Douglas DC-8, Great Airliners Series, Volume 2, by Terry Waddington, World Transport Press, Inc., PO Box 521238, Miami, FL 33152-1238 USA. 1996. Paperbound: 144 pages 8 1/2 x 11, 250 photos (color/b&w). \$26.95.

That Terry Waddington's newly-published and definitive history of the Douglas DC-8 would be of interest to small air force devotees may be a surprise to most, but readers who turn to Page 109 will be pleased. In a Chapter titled "Non-Airline Operators", Waddington has included three very unusual color photos. These are photos of DC-8s in the markings of the Fuerza Aerea del Peru, the Royal Thai Air Force, and the Fuerza Aerea Espanola. One page over are two other unusual photos, one of the DC-8 belonging to the Government of Oman and the other of a DC-8 of the Saudi Arabian government's Royal Flight.

This superbly researched book also includes photos of DC-8s flying for Aeronaes De Mexico, Air Madagascar, Aeromaritime, Air Ceylon, Air Jamaica, the Belgian charter company Pomair, Interswede, and a host of other operators whose colors and aircraft are rarely represented in the typical airliner books.

Given the scarcity of information about smaller air forces and airlines and the paucity of photos of their aircraft, as well as the exceptional quality of this book, it is an excellent investment.

Thomas Wm. McGarry (SAFCH #950), 13323 Vermeer Dr., Lake Oswego, Oregon 97035-1301, USA

"I have an item of possible interest to SAFO readers; a new book, 'Finnish Air Force Camouflage and Markings' by Keskinen, Stenman, and Niska. It is in hardback and contains some 500 photos, including 100 in color, covering everything from the earliest aircraft to the latest F18 Hornets. There is a section of colour drawings of a/c and emblems. All photos have Finnish/English captions, and there is an English summary of the text and a table of colours with corresponding 'PS' numbers. All in all, it is a must for all FAF fans.

James Hill (SAFCH #1392), 19 Llanbleddian Gardens, Cathays, Cardiff, CF2 4AT, UK.

Sharks over Asia, Camouflage and Markings of the American Volunteer Group, by Terrill Clements. Available from the Supply Depot, 2020 S. 320th St., Box C-71, Federal Way, WA 98003, USA. \$15.50 plus shipping.

[Note from the author Preface: "Aeromaster Products recently released a decal package (SP48-07) for the AVG based upon research data I supplied them in the Summer of 1996. After sending them the information, however, I received additional source material that clarified and revised some points for some of these aircraft. It was too late to incorporate this information in the Aeromaster set, though. All of these revisions are incorporated in this booklet."]

This book is an outstanding example of what can be done by an amateur (in the best sense of the word: from the Latin 'amator' for 'lover' - aren't we all) enthusiast both in term of accuracy of research and mode of presentation. True, Terrill has an advantage in that he is able to credit "several years in graduate school studying history and historical research" to his insistence on relying on primary sources. This book shows the wisdom of this approach, but you don't have to be a "rocket scientist" to appreciate the importance of this advice.

As the subtitle, "A Modeler's Guide" indicates, this is a book for modelers. However, there is much interesting history, especially in the captions to the figure which provided details on the career of the pilot who flew the a/c illustrated. The main text of this 70-page book, is 13 pages of which only the first half-page is devoted to a summary of the history for the American Volunteer Group. The rest of the text discusses factors of interest to modeler: Camouflage; Painted-Out(?) Roundels; Spinners and Wheel Covers; Factory-Applied Stencils; AVG Serials and Tactical Numbers; Other Details; Chinese Insignia; AVG Shark Heads; Pilot Names and Squadron Bands; Apples, Bears and Angels; Personal Markings; The Disney "Flying Tiger" Insignia; Weathering; P-40E Kittyhawks; and AVG Colors. This last section includes 11 color chips for the basic camouflage pattern as well as for the Chinese national insignia, squadron insignia and bands, and various touch-up paints and suggestions on the paints or paint mixes to be used to obtain authentic tones.

Fifteen large side-view drawings (one per page) on which "much time was spent trying to accurately capture the exact shape and placement of the markings". The result is an impressive collection of AVG P-40s that can be finished as accurately as the present state of knowledge will allow.

Another high-light of the book is the five full-page color photos from the collection of R.T. Smith, former AVG pilot. These photos appear to have been reproduced on a color copier and, while not of the highest quality, are absolutely fascinating. Of particular interest is the close-up of R.T. Smith in his leather flying jacket, with the "Hell's Angel" insignia, standing alongside the "Flying Tiger" insignia on his P-40.

Terrill also sets an example for us by showing how a physically-attractive book can be created without recourse to a commercial publisher. The text, with its right-justified paragraphs and bold-face headings, was probably done on a computer with a desk-top publishing program. Although the author admits he is not an "artist", the drawings are attractive and informative, although a little "light" of line. The book is spiral bound between sturdy card covers with a clear plastic cover protecting the color photo on the front cover. This binding allows the book to be folded over and laid flat; a decided advantage on a modeler's table.

This reviewer found a quote from a Japanese newspaper in 1942 very interesting for what it says about the propaganda portraying the AVG's tiger-shark markings as inducing fear into the superstitious "Japs". The caption to a photo of a wrecked AVG Tomahawk states, "Note the peculiar design on the wreckage - a shark's bared teeth. If these markings were found on a submarine, the significance could perhaps be understood; but on a plane? Suffice it to say that Japan's 'Wild Eagles' will rule the skies regardless of what freaks the enemy may send up in his futile attempts to continued resistance."

This book is recommended to any one interested in the AVG and is a must for anyone building a model of an AVG a/c. I also hope it will inspire

Modelers specializing on gliders are not particularly "thick upon the ground" and I bet few of these specialists could name a Swedish glider. Therefore, it is surprising that Broplan would chose the AB Flygindustri's Fi-3 for their second Swedish release this season.

The Broplan kit, molded on two sheets of white styrene (12 x 22 and 6 x 22 cm), captures rather well the appearance of this rather attractive a/c with its corpulent fuselage and sharply tapered wings. The vacuform parts are well molded with excellent surface detail and the clear plastic canopy and windows are well done, as is the small injection-molded sprue for the wheels. The instruction sheet consists of an exploded construction diagram and a 1/72-scale 3-view drawing of the a/c in an olive green over blue grey camouflage with the Swedish national insignia (yellow crowns on blue disk within a yellow ring) on the fuselage and the undersurfaces of the wings.

The Broplan Fi-3 is a nice kits, but I'm afraid its appeal will be limited to those with a collection of military gliders or to those who want to stump the "experts" at the local hobby club.

PZL P.1/I, 1/72-scale vacuform kit with injection-molded parts. Broplan MS47.

PZL P.1/II 1st Version, 1/72-scale vacuform kit with injection-molded parts. Broplan MS-48.

PZL P.1/II 2nd Version, 1/72-scale vacuform kit with injection-molded parts. Broplan MS-49.

While the more familiar Pulawski gull-wing fighters, the P-7a and P-11c have appeared as injection-molded kits (the latter more than once) and the P-11a was available in vacuform, these are the first kits of the progenitor of the series, the P-1. Two prototypes were built: the P.1/I first flew in August of 1929 followed by the P.1/II in March 1930. The second prototype differed from the first in having a more refined engine cowling and a modified vertical fin. With further modifications to the vertical fin, the P.1/II made its foreign debut at the Romanian International Fighter Contest in June of 1930 where, against such competition as the Dewoitine D.27, Fokker D.XV, Letov S-31, and Bristol Bulldog, it took 8 first places out of a possible 15.

The the P.1/I was painted overall in aluminum and was devoid of markings of any kind. Initially, the P.1/II was also aluminum overall, but with an attractive red design on the forward fuselage and above and below the wing. When modified, the P.1/II retained the red trim, but added civil registration 'SP-ADO' for the Fighter Competition.

The three Broplan kits are very similar (so don't get the parts mixed up or you'll have a terrible time sorting them out), but the subtle differences are accurately represented. Each kit is molded on two sheets of white styrene (6 x 22 cm each) with two injection-molded sprues with propellers, wheels, and struts. The instruction sheets consists of exploded construction diagram and 1/72-scale drawings. No decals were included with the review kits. This is no problem with the P.1/I which was devoid of all markings, and the red fuselage and wing design carried by the early version of the P.1/II is probably easier to spray paint than to decal. However, decals are needed for 'SP-ADO'. The registration on the fuselage and top surface of the wing is hard enough to do, but on the under surface of the wing the registration appears in that peculiarly-Polish pattern with the letters in red where they overlap the aluminum and aluminum where they overlap the red wing decoration.

Only the most dedicated modeler of Polish a/c will built all three of the P.1s, but no collection of

"between the wars" a/c would be complete without at least one of these a/c.

Janusz's plans for the rest of 1997 include a 1/48-scale TS-8 Bies, and in, 1/72-scale, Farman Goliath in several versions including a Polish bomber and a seaplane, Gulfstream IV, Norwegian Hover MF-11 seaplane, and Spanish CN-235 transport. Address: Broplan, c/o Janusz Brozek, Ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

[Editor's note: Below is a summary of a letter sent, by the author, to Revell-Monogram. The author and I feel it is fair to share his comments with SAFO readers.]

"Many years ago I flew PBYS as a pilot in the U.S. Navy. Prior to that, and before undergoing flight training, I was a mechanic at the U.S. Naval Air Station, Seattle, WA, where our primary effort was the complete disassembly and overhaul of PBYS. I know the PBY well.

"For over 50 years I have been waiting for a GOOD model kit of this aircraft. Others have tried: Airfix, Revell, Minicraft, to name a few. None has done a very good job of it. Perhaps, the old P-boat's many curves, bulges, twists, kinks, bumps and angles were just too much for them?

"Sometime ago, I read in FINE SCALE MODELER that you were planning to release a 1/48 scale kit of the PBY; I was delighted. I probably have every kit produced by Revell and Monogram since the 1950s. Your large scale kits of the B-29, B-17, B-24, B-25, etc., are fabulous.

"At long last I was able to obtain your new PBY kit. It is indeed very impressive. While I haven't yet commenced construction, following my usual practice, I thoroughly examined the kit parts. My delight very quickly turned into disappointment. I am fully aware that in preparing a kit for production that there have to be certain compromises, however, there are some very serious errors in this kit; unfortunately, in the worst example, one that cannot be remedied.

"Your attention is called to the hull afterbody. IN plan view, the curve from the blister area to the tail cone is NOT a smooth one. To the contrary, there is what I will call a 'reflex' near the rudder hinge line. In other words, the hull's curve reverses in that area. In your kit, you have carried the curve smoothly to the tail cone. This may seem like a minor point, however ... in so doing, you have doubled the thickness of the leading edge of the lower portion of the rudder. I did not use rocket scientist techniques in my measurements, but I came up with a rudder thickness on the full scale aircraft of 42", this based on your kit. Holy mackerel! This is a PBY, not a B-36. From a photo of an actual PBY, I came up with a rudder thickness, at its base, of 22". The result is that the aft end of your kit looks like a pumped up football. This is going to be very, very difficult for the model builder to rectify.

"The next most serious error is the bow turret. The diameter of this turret is somewhat less at its top than at its bottom. In truth, it is a truncated cone. The kit measures this flare at 4 degrees from the vertical. In fact, it is more like 14 degrees. The result is that the kit turret looks like a Campbell's soup can. Obviously, it will have to be replaced. Next is the thermal anti-icer shroud over the engine exhausts. Early PBYS, including many of the PBY-5As, had rubber boot de-icers. The change to hot wings occurred during the PBY-5A production run and later PBY-5As and all PBY-6As were so equipped. I did find two photos of the same PBY-5 with a hot wing (TAI) so you are correct in includ-

ing this feature in your kit, however, the kit part is totally inaccurate. Fortunately, this error is easily corrected. I should point out here that the air intake located on the dorsal fin was only found on PBYS that used the hot wing; its purpose was to provide air for a gasoline fired tail heater.

"My inspection of the kit parts produced one surprise: I found the rivet pattern under the nose includes nose wheel doors ... on a PBY-5? I immediately had a thought: 'Aha, they are planning a PBY-5A in the future'. I have since learned that I am correct. I consider this downright sneaky.

"I have found 4 other errors that are not quite as serious as those above. The wing tip floats are not accurate (shape). The dorsal spine is too sharp and should be rounded. The curves at the tips of the horizontal tail surface are slightly off. And lastly, the mooring cable could not possibly be as you have molded it. You should have made it a separate part. I'm not totally happy with the way you've handled the sides of the hull from the cockpit to the nose turret; this is a tricky curve and while you appear to be close, I don't think it's quite correct.

"Your kit is indeed impressive, but I cannot understand how these errors, some very serious ones, could have been allowed to occur when there are many PBYS around that could have been checked. Only you can answer that question and it is a great pity that this has been allowed to happen.

"To my knowledge, the best drawings of a PBY in existence are by Paul Matt. They are, however, not 100% correct. Paul Matt sent me his roughs many years ago and asked me to critique them, which I did. I offered several suggestions and most were incorporated. I had very little information on the details of the rear of the TAI shrouds and could not help with these; since then I've come up with more, but clear photos of this area are very rare. Paul did not draw the reflex in the rear hull and I did not catch the error. It is not nearly so obvious in a 3-view drawing as it is in a 3 dimensional object, such as a kit. His rendering of the front view of the turret isn't quite correct either but he has shown the tip floats correctly.

Roy Meyers (SAFCH #350), 3915 Kingridge Dr., San Mateo, CA 94403, USA.

"I would like to inform SAFO readers of a new 1/72-scale injection-molded kit, by the German company Classic Plane, of the Hispano HA-1112 Buchon - the Merlin-engined Spanish Bf 109. It is molded in hard plastic with finely engraved detail. There are no locating pins, so assembly will need a bit of care. The cockpit canopy is vacuformed and there are decals for two different colour schemes. Also available are the 2-seat version and one in 'Battle of Britain' film markings."

James Hill (SAFCH #1392), 19 Llanbleddian Gardens, Cathays, Cardiff, CF2 4AT, UK.

"I ran across a couple of Hobbycraft kits that had interesting markings: (1) HC1364 CT141 Tutor: This has decals for a Canadian and a Malaysian a/c. The latter id described as CL-41G Tebuan, No. 6 Sdn., RMAF, Kuantan 1984. These are the only Malaysian decals I've run across. [Editor's note: The older Hobbycraft kit of the Tutor had decals only for the Canadian Snow Birds.] (2) HC1330 DHC-2/U-6A Beaver has markings for an a/c of the South Yemen Air Force 1967 consisting of the blue triangle with red central star. These are the only S. Yemen markings I know of. Incidentally, the kit is for the float version although the S. Yemen's a/c used wheels."

Rick Webber (SAFCH #923), 6953 Arboreal Dr., Dallas, TX 75231-8129, USA.

Manchukuo Air Force, 1/72-scale decals. Axis Decals, Yukio Onoguchi, 2-25-12 #B-217, Midorigaoka, Meguro-ku, Tokyo 152, Japan.

Decals for the air forces of the Japanese puppet governments in WWII have long been at the top of the wish list of small-airforce modelers. Now SAFCH-member Yukio Onoguchi has begun such a series with the release of sheet on the Manchukuo Air Force. Measuring 15 cm by 21.5 cm, this sheet contains the red-blue-white-black-yellow "roundels" and the complicated presentation inscriptions for five Ki-27 Nates and two Ki-36/Ki-55 Idas. The printing of the decals is in perfect register with sharp definition. The latter is particularly important for the inscriptions. The instruction sheet, with English text, consists of attractive plan- and side-view drawings showing the color scheme and placement of the markings for all seven aircraft.

Don't be misled by the brevity of this review. When the subject is on everybody's want list, and the decals are perfect, there is not much a review can say except "Buy them!" While your searching for those kits of the Nate and Ida in the loft, dust of the other kits of Japanese aircraft you had stored in anticipation of small-air-force decals - Thailand is next.

[Editor's note: Thanks to the generosity of Yukio, these decals are available from the SAFCH Sales Service at a substantial discount.]

Max Decals Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland, has released two sheets of 1/72-scale decals providing the markings to model twenty-nine Irish a/c. Each sheet measures 14 cm by 21 cm and they are packed border to border with national insignia, serial numbers, and inscriptions. These sheets are of the highest quality with razor-sharp printing and perfect registration. [Editor's note: A few year's back few decals were this good. Now, it seems that they all are. What has happened - better production technology or are modelers demanding better quality?]

Irish Air Corps 1946-1996, 1/72-scale decals. 72-001. This sheet provides the 3-color national markings, serial numbers, and inscriptions for: Spitfire T9'163', Anson XIX '141', Provost '183', Chipmunk '171', Vampire T55 '185', Fouga Magister '216', Dove Mk7 '194', Alouette '196', FR-172H Rocket 1243', SF-260 Warrior '226', King Air 200 1234', Puma '242', Gazelle '237 & 1241', Dauphin II '244', and BAC 125-600 '239' & 125-700 '238'.

Irish Air Corps 1938-1948, 1/72-scale decals. 72-002. This sheet provides the 2-color national markings and serial numbers for: Gladiator '26' (2 schemes), Seafire II '149', Anson I 141', DH-84 Dragon II '18', Lysander '66' (2 schemes), Miles Magister '34' (3 schemes), Hurricane I '93', Hudson '91', Battle '92', Hurricane IIc '115', Miles Master '101', Miles Martinet '145', Walrus 'N18', and SE5a (with red fuselage, silver wings, and orange/white/green roundels).

These Max Decals are highly recommended to all molders of the small-air-forces. I wonder how many modelers will try to build all 29 aircraft.

[Editor's note: These decals are produced as a part-time hobby/business by Joe Maxwell who tells me his plans for the future include International Fougas Magisters, Alouettes, Cessnas, and Antarctic a/c. He particularly needs photos of Togolese Magisters Chilean Kingfishers, but any help you can give would be appreciated. If you want to see your favorite Magister, Alouette, Antarctic Beaver, etc. on a decal sheet, get the information to Joe at the address above. He is also willing to

entertain suggestions for future releases.]

Bulgarian Roundel, 1/72-scale decals. BR247. 63.50 plus postage. Blue Rider Publishing, 43a Glasford St., London SW17 9HL, United Kingdom.

One of the items on this reviewer's list of "must do" modeling projects is a Bulgarian a/c carrying the green-based roundel used for a short time after WWII. Now, Blue Rider has made this possible by releasing a set of decals for these roundel. This sheet measures 14 cm by 20 cm and includes roundels and fin flashes for: Fw 44 Steiglitz, Bulgarian-designed LAZ-7, Yak-9M, Dewoitine D.520, BF 109G, Avia B.534 or Ar-196, and Fw 58 Weihe or Pe-2FT; 48 roundels in 7 different types. As usual, the printing and registration is perfect. The only disappointment is that the instruction sheet does not contain any drawings, only 11 photos. Therefore, a bit of research will be necessary to determine the correct markings and color scheme for any individual a/c, and the decal pot will have to be raided for all markings other than national insignia and fin flash. Despite this problem, this sheet is highly recommended to anyone who wants to build a model that will drive your non-small-air-force modeling friends crazy trying to figure out if you're pulling their leg. To further enhance their confusion, you can display your Bulgarian BF 109 next to a Spitfire of the Emir of Khemedi's AF (see below).

Carinthian Air War: Part 3, 1/72-scale decals.
BR246. 63.50 plus postage. Blue Rider Publishing,
43a Glasford St., London SW17 9HL, United
Kingdom.

This is the third in Blue Rider's series of decals for a/c that participated in the post-WWI conflict between Austria and the South Slavs over the province of Carinthia. This sheet, 14 cm by 20 cm, provided the markings for four Austrian a/c: Albatros D.III (Oef) Series 253 with broad red/white/red bands on rudder and wing tips; a second Series 253 Albatros with the late-style black/white cross; a Hansa Brandenburg C.I with black/white crosses on wings and fuselage and a St. Andrew's cross on the rudder (this latter may have been either red or green, both are provided); and another H-B C.I with the early-style black/white cross on the tail overpainted with either a red or green St. Andrew's cross (both are provided).

Tintin Decal Sheet Two, 1/72-scale decals. CD-002. 63.75 plus postage. **Tintin Decal Sheet Three, 1/72-scale decals.** CD-003. 63.75 plus postage. Blue Rider Publishing, 43a Glasford St., London SW17 9HL, United Kingdom.

For those of you who do not know about "Herge's Adventures of Tintin", these are a series of books, in comic-book format, in which aviation is a major component. The drawings of aircraft are realistically done and always represent real aircraft in imaginary markings. Set CD-002 features a Hawker Demon from "The Cigar of the Pharaoh" and an unidentified mark of Spitfire of the Emir of Khemedi's AF in "Land of the Black Gold. The former carries Danish-type red/white roundels, while the latter's roundels consist of a white crescent moon and star within a red and green roundel. Sheet CD-003 features a Mil Mi-1 hare from General Tapioca's San Theodoran AF in "Tintin and the Picaros" and a Mosquito FB Mk.VI flown by the Estonian mercenary Piotr Skut for the Khemedi AF in "The Red Sea Sharks". The former carries national insignia consisting of red-outlined black disc within a horizontally-divided green over

black flag. The latter's roundels are the white crescent moon and star on a disc horizontally divided into red/green/red.

Each set contains two sheets of 8 cm by 11 cm decal sheets of the highest quality. While modeling these aircraft may seem off-beat, even for small-air-force fans, they will add a bit more fun to our, sometime too serious hobby.

Polish Air Force: Part 3, 1/72-scale decals. InTech,
ul. K. Zemaitisa 12, 30-252 Krakow, Poland.

More than a sheet of decals, this is a small book with text, photos, line drawings, color side-view drawings, and decals. All a/c are illustrated by a color side-view drawings, and decals are not provided for the national insignia (the national insignia included with the kits can be used). Eight Polish a/c are covered: (1) PZL P-11c flown by Hieronim Dudwal in the September Campaign. Three photos and drawings of the markings of the top and bottom surfaces of the wing. Decals provide 113 Sqn's Owl insignia, serial '8.70', underwing number '170-N', and fuselage number '10'. (2) MS-406 flown by Kazimierz Bursztyn of GC III/1 Montpellier Group, France. Two photos and a drawing of the markings on the underside of the wing. Decals provide the "fox" personal insignia, underwing number 'L 611', tactical number '1', and aircraft numbers 'N 1031' for fuselage and rudder. (3) Spitfire IXc flown by Eugeniusz Horbaczewski of Skalski Circus in RAF desert camouflage. One photo. Decals include codes 'ZX-1', serials 'EN459', and small chessboards. (4) Dakota used by General K. Sosnkowski. Decals for the name 'Spirit of Ostra Brama', serial 'FL547', and small chessboards. (5) Hurricane I of 306(Polish) Sqn. Two photos and drawings of under-side color scheme. Decals provide codes 'UZ-V', serial 'V7118', squadron insignia (duck), and small chessboards. (6) Defiant of 307(Polish) Sqn. One photo. Decals provide codes 'EW-E', serials 'N3439', and small chessboards. (7) Potez 63.11 of first Recon Sqn. Decals provide fuselage number '1', and a/c numbers '138' for fuselage and rudder. (8) Liberator of 1586 Flight shortly before it was shot down while dropping supplies during the Warsaw Uprising. Two photos and one drawing of the rarely illustrated markings on the starboard side of the nose. Decals provide the codes 'GR-S', serials 'KG890', "winged death" and "attacking eagle" insignia, mission flags, and small chessboard.

All this is comfortably packaged into a 16 page booklet (including card covers) and a decals sheet measuring 17.5 cm by 8 cm. The decals are printed to the high standard we expect from the best manufactures.

This sheet is a must for all modelers of Polish a/c and it can be highly recommended to anyone with a collection of WWII a/c. I guarantee this is not a sheet where you'll use one set of markings and throw the rest of the decals into the decal pot. You will want to build every one of these a/c (unless limited space causes you to pass on the Dakota and Liberator). Squadron Mail Order has been carrying the InTech decals, so watch for these, or order directly from Poland.

Review decals provide by Wojciech Butrycz.

HAD, Margo Tivadar ut 134, H-1182 Budapest, Hungary. This company continues to release new, high-quality decals for Hungarian a/c.

CR.42, 1/72- and 1/48-scale decals. These sheets, identical except for scale, provide markings for four a/c: (1) Hungarian 'V-267' of 2/3 ~ Ricsi' Squadron

on the Eastern Front Summer 1942 (chevron national insignia and dog's head squadron insignia). (2) Hungarian 'V.202' 1/3 'Kor Asz' Squadron flown by Albert Seres on Eastern Front Summer 1942 (white cross national insignia, two styles of ace-of-spades squadron insignia, and four 'kill' markings). (3) & (4) Two a/c in Luftwaffe markings. The instruction sheet illustrates only the side views so you'll need other references to determine the camouflage pattern on the upper surfaces. The decal sheets (15 cm by 6 cm or 15 cm by 14 cm) includes the markings, including national insignia, to make all four of these a/c.

MiG-29, 1/72- and 1/48-scale decals. Identical except for sale, these sheet provide markings for four a/c: (1) & (2) Hungarian '05' of "Puma" Sqn. and '18' of "Wasp" Sqn. both with chevron national insignia. (3) Iraqi AF 1990. (4) Soviet AF '01' 1991. These sheets (same size as above) provide national insignia, squadron insignia, and codes. The 1/48-scale decals also provides extensive stencilling. Again, only side view are provided on the instruction sheet although top- and bottom-plan views do show the placement of the stencilling. **Fw-190** and **Bf 109** Swastikas, 1/48- and 1/72-scale decals on one 7 cm by 10 cm sheet. These sheet will probably have limited appeal to SAFO readers.

Review samples of all InScale 72 decals released in 1996 arrived at the same time. Since these decals

share the same format, they are generically reviewed here and the subjects on the individual sheets will be listed below. All the InScale sheets are of the same size: 14 cm by 10.5 cm. The quality to the printing is outstanding with no flaws or weakness apparent on any of the decals at hand. Each sheet provides the stencilling for one a/c, national insignia for a couple of a/c, and serials, tail numbers, and squadron/individual insignia for some half-dozen a/c. The instruction sheets are works of art with a plethora of side views and all the necessary top- and bottom-plan views included. All colors are identified by their FSS95 equivalents. Short captions, in English, place each individual a/c in its historical setting. No other references of decals are required to build several interesting Finnish a/c from each of these excellent sets. All decals are in 1/72-scale unless otherwise noted.

Hawker Hurricane I & IIB, 1/72-scale decals. AC018. Hurricane I's HC-451, -452, -453, -454, -455, -456, & -460 in 1939 RAF camouflage and Finnish black/olive green camouflage. HC-460 is delivery scheme as 'OH-IPL'. The Mk IIB HC-465 was used only for target towing.

Bristol Blenheim I & IV, 1/72-scale decals. AC019. Blenheim I's BL-104, -106, -118, 140, -141, -142, & 'OH-IPA'. Mk IV's BL-125 & -129. Color schemes are overall dark green, dark green over RAF night, and dark green dark earth over night. BL-117 carries a white skull and bomb insignia on its tail.

Morane Saulnier 406 & Caudron-Renault

CR.714, 1/72-scale decals. AC020. MS-304, -308, -310, -318, -319, 325, -602, -619, & -623. MS-318 and -319 are in French camouflage with toned-down national insignia. The other a/c are in Finnish camouflage. The multi-colored camouflage of CR.714 CA-556 is well known.

Morane Saulnier 406, 410 & MSv-Conversion, 1/72-scale decals. AC021. MS-406/410 MS-313, -326, -606, -607, -615, -622, 639, -640, & -646. Morko Morane MSv-624, -631, -632, -633, & -651. All the Morko Moranes carry toned-down Finnish swastika insignia except -632 and -651 which carry Finnish roundels.

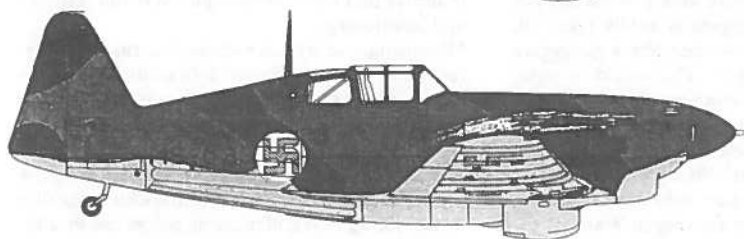
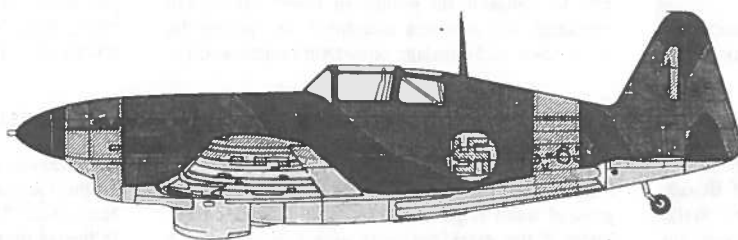
Curtiss Hawk 75A, 1/72-scale decals. AC022. Cyclone-engined Hawks are CU-502, -504, & -505. Wright-engined Hawks are CU-503, -504, -551, -552, -556, -558, -559, -560, -564, & -565. (Yes, -504 was re-engined.) All a/c are in German dark green over German light blue. CU-504 carries an "Uncle Joe Stalin" personal insignia.

Curtiss Hawk 75A & P-40M, 1/72-scale decals. AC023. In Finnish color schemes are CU-502, -505, -559, -560, -562, -574, -575, -581, & -582. CU-582 carries a toned-down Finnish swastika insignia and -502 & -560 carry Finnish roundels. The P-40M is KH-51.

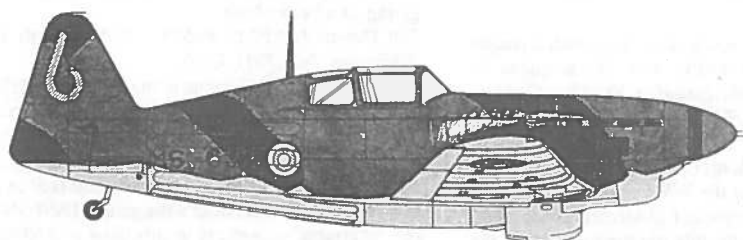
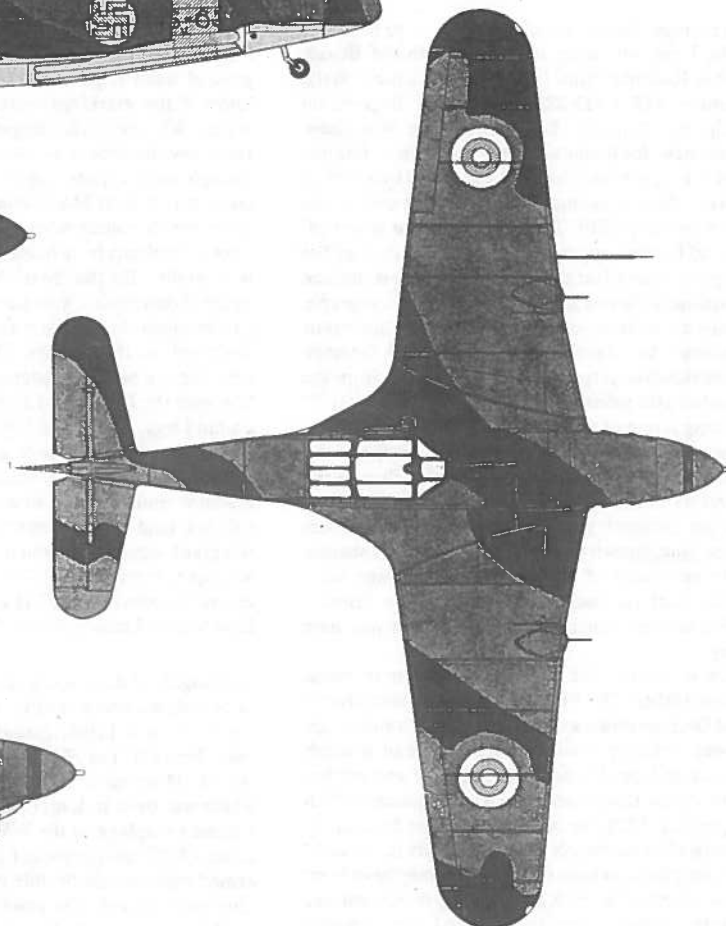
Hawker Hurricane I & IIB, 1/48-scale decals. AC024. This 1/48-scale sheet covers Hurricanes HC-452, -456, -460, & -465. See #018 for identification of color schemes carried by these a/c.

Curtiss Hawk 75A & P-40M, 1/48-scale decals.

Finnish Air Force Morko Moranes



MSv-633 carries normal Finnish swastika national insignia
MSv-631 carries toned-down national insignia
MSv-632 carries Finnish roundel insignia
Drawings from InScale72 decal sheet AC021



Ethiopian Air Force 1946-61' (SAFO #77). In the July 1996 issues of Aeroplane Monthly there is an article by John Miller with 'good photo/text coverage of these same Ethiopian 'Swedish' aircraft: SAAB 17 and SAAB 91 Safir.

"The information on Valmet L90 Redio delivered to Eritrean Air Force in 1995 need a few corrections:

EAF	Date dld	Remarks
202	28/6/95	c/n 032 ex-OH-VPX
203	28/6/95	c/n 031 ex-OH-VXO
204	16/4/95	c/n 024 ex-OH-VXH
205	16/4/95	c/n 023 ex-OH-VXG
206	19/2/95	c/n 022 ex-OH-VXF
207	19/2/95	c/n 021 ex-OH-VXE
208	4/1/95	c/n 020 ex-OH-VXD
209	4/1/95	c/n 019 ex-OH-VXC

"The first 6 were delivered in an orange/white scheme, and the last 2 were in a brown/green camouflage. There are still four Redios at the Valmet factory in Kuorevesi, but their fate is unclear. Eight were delivered to the Mexican Navy and 10 to the Finnish AF. Production has been handed over to Aeromacchi where they will be licence-built as the 290 TP. I have been rumored Aeromacchi is preparing a production run for the Mexican Navy (40-80?).

"As a follow on to the article on the Morko-Moranes that appeared in the Finnish AF SIG Newsletter No 7, there is an easy way to model the Morko-Morane. Recently released under the 'Moonshine' label is a conversion kit designed to convert the Hasegawa MS 406C into a Morko-Morane. The conversion kit is available (by advance cash payment in a registered letter or IPO for US \$ 20.00, including postage) from: Kyosti Partonen, Paatsamantie 6 B 13, 00320 Helsinki, Finland.

"This kit is well molded, accurate, and provides a new forward fuselage with integrally moulded exhaust stacks, new spinner and separately moulded propeller blades, and a new radiator. Full instructions are provided. Although the conversion is designed for the Hasegawa kit (where it fits without filler), but the Heller kit will also do. Decals for the Morko-Morane are available on the new InScale72 decal sheet AC021."

Pentti Manninen (SAFCH #973), Makelankatu 5 B 10, 00550 Helsinki, Finland.

"Regarding the PZL P-7a and P-11a kit reviews in SAFO #80: The wings of these aircraft had corrugations on top and bottom and chord-wise 'combs' on wing bottom. On drawings, the corrugations are sometimes omitted so the wings will not look abnormally dark. They are also sometimes omitted on small-scale models, for if they are molded to scale they do not show, especially when painted.

"The book 'PZL Fighters Part One, P-1 through P.8' explains the covering of the flying surfaces in detail. It also explains the underwing codes; these are not 'radio call numbers' as you mistakenly state. Incidentally, this book had two authors."

Jan Koniarek (SAFCH #966), 154 South State Rd., Briarcliff Manor, NY 10510, USA. [Editor's note: Thanks to Dr. Koniarek for clearing this up. I do know better about the 'radio call numbers', but it was a case of 'write in haste and repent in leisure'. Finally, I apologize for leaving Dr. Koniarek's name out as co-author of this excellent book.]

"Please note that the magazine 'Air Power International' referred to in SAFO #80 ceased publication with issue 23 (October/November 1996). According to the publisher, there is a pos-

sibility that API may be re-launched during 1997 as a closed-circulation magazine."

Guy Holroyd (SAFCH #1455), 8 Inwood Lane East, Cortlandt Manor, NY 10566, USA.

"Regarding the letters in SAFO #80 referring to my article on Short Skyvans: I agree with all of Santiago Flores' comments except for TP-0217/XC-UTJ which my records indicate did not immediately return to FAM use. Dan Hagedorn is correct in his comment of the Argentine Skyvans; they have not carried to blue/white/blue roundels during their service. As regards the Ecuadorian Skyvan, the serial SAE-T-189 was passed up by Air Ecuador in 1992. This needs to be pursued further, perhaps some member can help. Again with the Panamanian Skyvan, I agree with Don comments. "Thanks for the opportunity to see my research in print, and the feedback has been positive and worthwhile."

Charles Cooke (SAFCH #731), PO Box 6415, Wellesley St., Auckland, New Zealand. [Editor's note: Still no volunteers to do the art work for a Skyvan series?]

"It was great to see Colin Owers' drawings of the CCF G-Z3 in the last issue. It's a tad embarrassing to think that we (the Canucks on the mailing list) had to rely on an Ozzie to present Canadian material, so I can at least offer some additional information and a few corrections to that piece.

"The Nicaraguan a/c was somewhat more colourful than illustrated. A contemporary news reporter at the scene of the first flight described the aircraft as having a light greygreen (Sky?) fuselage overall with yellow upper wing surfaces and white under. Photos taken at the first flight certainly indicate the top wing colour to be different than either the fuselage or the bottom of the wings. The legend GN3 appears on the upper port wing also.

"The RCAF colour schemes were a little different as well. Although the uppersurfaces were as described, the lower surfaces were an unusual interpretation of the British standards or maybe a result of the variable standard of the time. The starboard underwings were definitely white and on the lower wing this appears to extend to the fuselage centre line. The black on the port upper wing met the white in the centre of the wing but under the lower wing it appears to stop at the wing root. The remainder of the undersurfaces were aluminum paint.

"Once CCF had decided to build the F1F it had tried to sell the obsolete fighter to the RCAF which, in turn, made an issue of refusing it. In 1939, CCF had 15 G-Z3's that had been embargoed Spanish aircraft. It once again tried to dump the airplanes on the RCAF which again impolitely declined as they were totally useless to air force requirements. Political pressure eventually won over and the RCAF was forced to create a squadron to accept them (118 Sqn) and invent a role for them to play at (defending the East Coast against long range German flying boats).

"The 'Pregnant Frog', as it became known in the service, was a mechanic's nightmare with continual problems occurring with their engines as well as deteriorated wing fabric and other problems associated with the fact that CCF had stored them outside for more than a year. In the cold winter air the carburetors would ice up and the canopies would shatter (leaving many to fly with only a windscreens as indicated by '341' in Colin's drawing).

"Mercifully, by 1942 the RCAF was able to wrest sufficient fighter aircraft from domestic war

production and diverted lend-lease for its own defence, and 138 Sqn. Goblins were replaced by P-40s. (The unit was then banished to Annette Island in Alaska to defend the West Coast against the Japanese.)."

Jim Lyzun (SAFCH #920), RR #5, Thunder Bay, Ontario, Canada P7C 5M9.

"In the process of looking in USAF records for the serial # of the F-84G Thunderjets supplied to the Republic of China Air Force, I was also able to identify the serial #s of 31 Thunderjets supplied to Thai Air Force in 1957. Most aviation books/magazines reported that 30 Thunderjets were supplied. I do not think there is enough info for an article in SAFO, but I thought might be included in the Letter-to-the-Editor section. Hopefully, there might be some readers that can make use of the serial # information to come up with a more complete article on the Thunderjets in service with the Thai Air Force.

"In late 1956 (11/56), the first batch of 13 F-84Gs was supplied to Thai Air Force. In the summer of 1957 (July/August), the second batch of 18 F-84Gs was delivered. The first batch of F-84Gs was ex-Belgian, ex-French, and ex-Italian AF F-84Gs. The second batch of F-84Gs was ex-USAF machines. They served 12 Squadron at Don Muang and 43 Squadron at Ta Khli. The Thai AF had its own aircraft designation and coding system. For the F-84G Thunderjet, the corresponding Thai AF aircraft designation was BK.16. The Thai AF also applied its own 4 digit codes. The first 2 digits represented the squadron # and the last 2 digits represented the number assigned to individual aircraft. I do not have any information when these Thunderjets were retired and what were their final dispositions."

1st batch of 13 supplied in late 1956 (11/56)

USAF serial	RTAF code	Remarks
51-9678	1231	ex-Belgian
51-9702	?	ex-Belgian
51-9764	?	ex-Belgian
51-9839	1216	ex-Belgian
51-9921	?	ex-Italian
51-9923	?	ex-Belgian
51-10236	?	ex-Belgian
51-10540	?	ex-French
51-10552	?	ex-French
51-10582	4314	ex-French
51-10851	1223	ex-Italian
51-10984	?	ex-French
51-11000	?	ex-French

2nd batch of 18 supplied in mid 1957 (July/August 1957).

USAF serial	RTAF code	Remarks
51-1009	?	ex-USAF
51-1031	?	ex-USAF
51-1232	?	ex-USAF
51-1249	?	ex-USAF
51-1267	?	ex-USAF
51-1280	?	ex-USAF
51-1282	?	ex-USAF
51-1308	?	ex-USAF
51-1322	?	ex-USAF
51-10348	?	ex-USAF
51-10448	?	ex-USAF
52-3237	?	ex-USAF
52-3246	?	ex-USAF
52-3262	?	ex-USAF
52-3276	?	ex-USAF
52-3304	?	ex-USAF
52-3316	?	ex-USAF
52-3320	?	ex-USAF

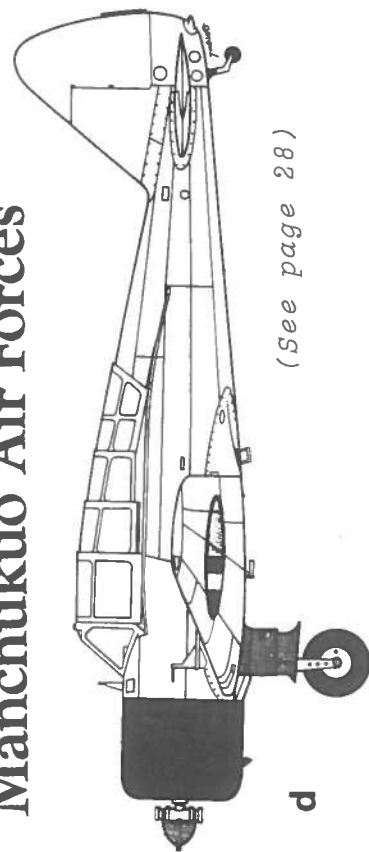
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Manchukuo Air Forces



(See page 28)

